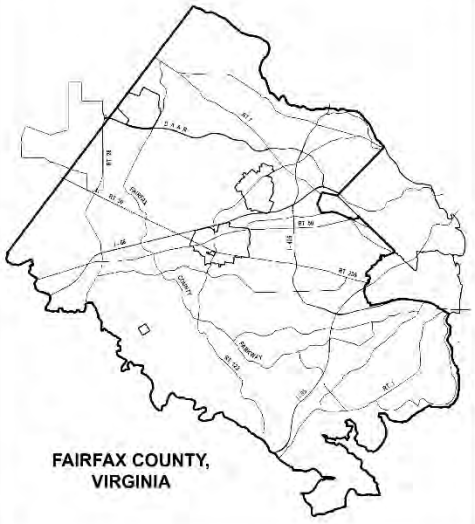


FAIRFAX COUNTY, VIRGINIA

AN AMENDMENT TO

THE COMPREHENSIVE PLAN AND THE POLICY PLAN FOR FAIRFAX COUNTY, VIRGINIA 2013 EDITION

GENERAL LOCATION: Countywide

PARCEL LOCATION: All

PLANNING AREA AND DISTRICT: All

SUPERVISOR DISTRICT: All

ADOPTED: March 14, 2017 **ITEM NO.** 2016-CW-3CP

FOR ADDITIONAL INFORMATION CALL (703) 324-1380

MAP NOT APPLICABLE

Editorial Text and Map Revisions for Transit Station and other Mixed Use Areas

AMENDMENT TO THE COMPREHENSIVE PLAN (2013 EDITION)

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~.

ADOPTED CHANGES TO THE POLICY PLAN

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Policy Plan, Preface, amended through 3-4-2014, page 3:

"Purpose, Scope and Legal Authority [*underlined in original text*]

The purpose of the Policy Plan is to provide a concise statement of objectives, policies, and guidelines for implementing the county's goals about the future development pattern of the built environment and the preservation of the natural and cultural resources in Fairfax County. The Plan serves as a general guide for the Board of Supervisors, the Planning Commission, the Board of Zoning Appeals, county staff, and the citizens of Fairfax County with respect to development and redevelopment in the county and it is not to be applied inflexibly. The timeframe for the Plan encompasses the anticipated changes to the county over at least twenty years. As required by Virginia Code, the county will review the Plan for the future at least once every five years.

The Policy Plan is based on goals adopted by the Board of Supervisors on October 28, l988. The goals, objectives, policies, and guidelines are defined as follows:

- Goals provide general direction regarding the aspirations of the community;
- Objectives are statements that provide further direction for achieving an aspect of a goal;
- Policies are approaches for pursuing a given objective, providing guidance which, when pursued, will assist in implementing the objective;
- Guidelines provide more explicit guidance for achieving policies and the Policy

The legal basis for this Plan is well established in the law of the Commonwealth. The Code of Virginia in Section 15.2-2223 states that "the local commission shall prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction." The purpose of the Comprehensive Plan is to achieve "a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants.

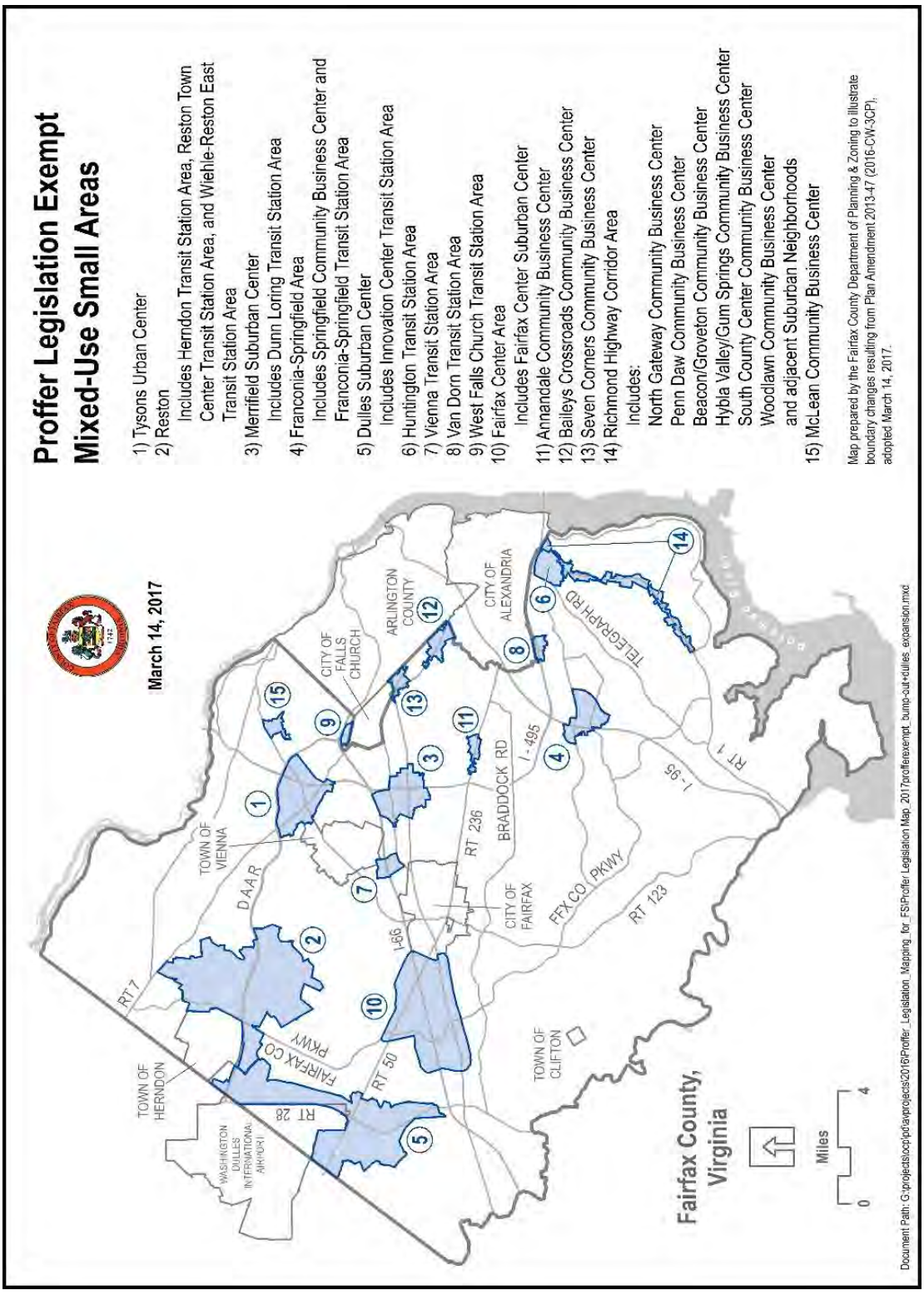
According to the Code, the Comprehensive Plan is "general in nature" and may include,

but is not limited to, the designation of land use, transportation systems, public services and facilities, historic areas, etc. The Comprehensive Plan "shall show the commission's long range recommendations for the general development of the territory covered by the plan. . ." The law also identifies methods of implementation such as a zoning ordinance or zoning district map, a subdivision ordinance and a capital improvements plan.

On July 1, 2016, Code of Virginia Section 15.2-2303.4 became law. This statute applies to certain applications for rezoning and proffered condition amendments related to new residential development and uses, including those that are part of mixed-use development. Although there are recommendations and guidance for residential development and uses throughout the Comprehensive Plan, the Comprehensive Plan does not—and should not be read to—suggest, request, or require any proffered condition for any particular site, development, or use. Section 15.2-2303.4 exempts new residential development or use when it occurs within a small area plan, approved as part of the Comprehensive Plan that meets certain criteria set out in the statute. The following areas meet those criteria and are exempt:

1. Tysons Urban Center
2. Reston (includes the Herndon Transit Station Area, Reston Town Center Transit Station Area, and Wiehle-Reston East Transit Station Area)
3. Merrifield Suburban Center (includes the Dunn Loring Transit Station Area)
4. Franconia-Springfield Area (includes the Springfield Community Business Center and Franconia-Springfield Transit Station Area)
5. Dulles Suburban Center (includes the Innovation Center Transit Station Area)
6. Huntington Transit Station Area
7. Vienna Transit Station Area
8. Van Dorn Transit Station Area
9. West Falls Church Transit Station Area
10. Fairfax Center Area (includes Fairfax Center Suburban Center)
11. Annandale Community Business Center
12. Baileys Crossroads Community Business Center
13. Seven Corners Community Business Center
14. Richmond Highway Corridor Area (includes the Community Business Centers of North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs, South County Center, and Woodlawn, and adjacent Suburban Neighborhoods)
15. McLean Community Business Center"

ADD FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Policy Plan, Preface, amended through 3-4-2014, a new map (Figure 2), "Proffer Legislation Exempt Mixed-Use Small Areas", page 4:

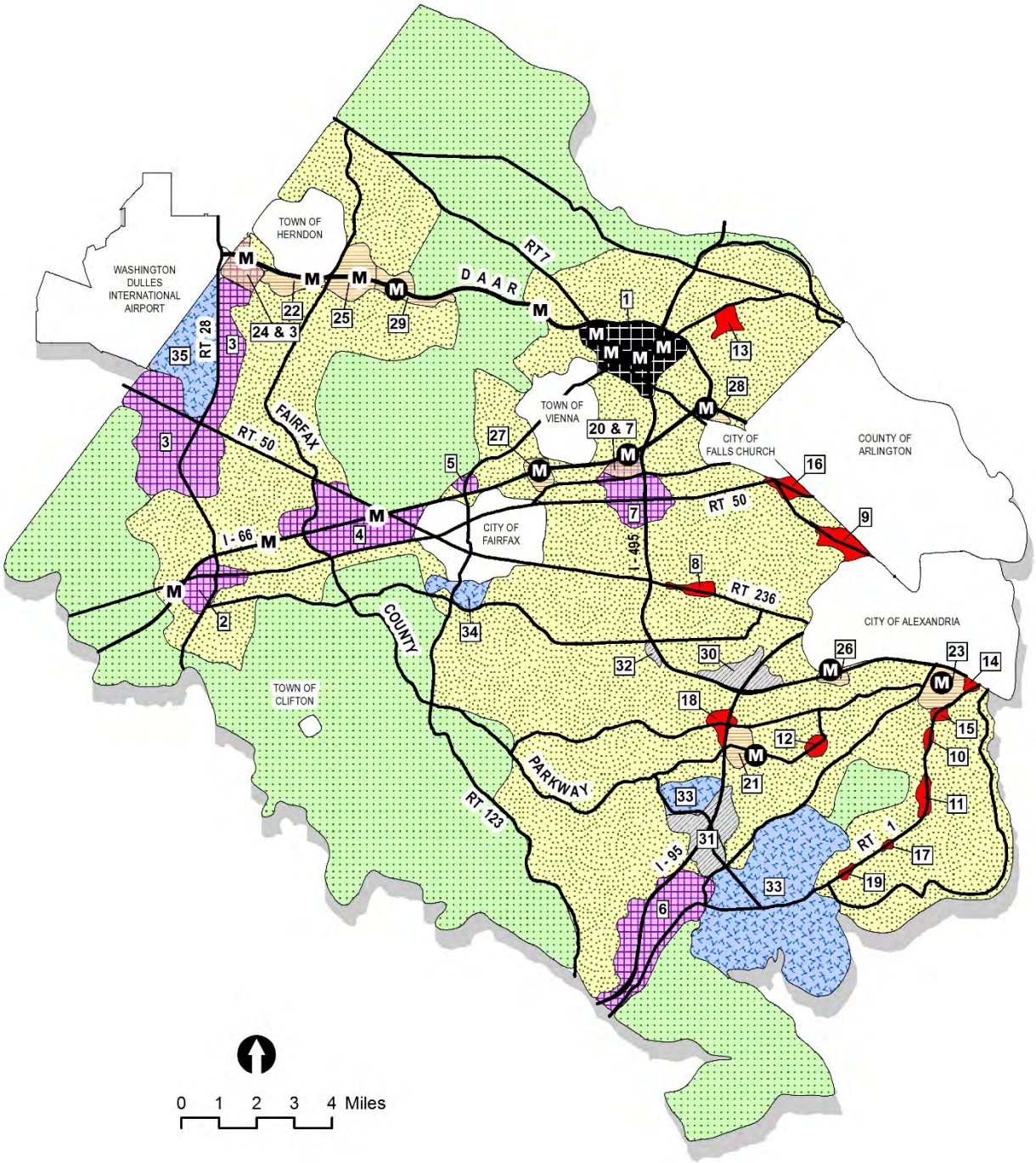


ADOPTED CHANGES TO THE OVERVIEW SECTION OF AREAS I, II, III AND IV, AND THE GLOSSARY

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, to 1) show all existing and planned Metrorail stations; 2) note in the legend that the Innovation Center TSA is nested within the Dulles Suburban Center small area boundary; and 3) note in the legend that the Dunn Loring TSA is nested within the Merrifield Suburban Center small area boundary:

- Area I, Area Plan Overview amended through 10-20-2015, Introduction, Figure 2 "Concept for Future Development," pages 4 and 5;
- Area II, Area Plan Overview amended through 10-20-2015, Introduction, Figure 2 "Concept for Future Development," pages 4 and 5;
- Area III, Area Plan Overview amended through 10-20-2015, Introduction, Figure 2 "Concept for Future Development," pages 4 and 5;
- Area IV, Area Plan Overview amended through 10-20-2015, Introduction, Figure 2 "Concept for Future Development," pages 4 and 5:

See next page.


WASHINGTON DULLES INTERNATIONAL AIRPORT
TOWN OF HERNDON
TOWN OF VIENNA
TOWN OF CLIFTON
CITY OF FAIRFAX
CITY OF FALLS CHURCH
COUNTY OF ARLINGTON
CITY OF ALEXANDRIA
RT 7
D A A R
RT 28
RT 50
FAIRFAX
I - 66
COUNTY
PARKWAY
RT 123
I - 495
RT 236
I - 95
RT 1
24 & 3
20 & 7
0 1 2 3 4 Miles

CONCEPT FOR FUTURE DEVELOPMENT MAP

LOCATIONS OF MIXED-USE CENTERS

Urban Center
1. Tysons

Suburban Centers
2. Centreville
3. Dulles (Route 28 Corridor)
4. Fairfax Center
5. Flint Hill
6. Lorton-South Route 1
7. Merrifield

Community Business Centers
8. Annandale
9. Baileys Crossroads
10. Beacon/Groveton
11. Hybla Valley/Gum Springs
12. Kingstowne
13. McLean
14. North Gateway
15. Penn Daw
16. Seven Corners
17. South County Center
18. Springfield
19. Woodlawn

Transit Station Areas
20. Dunn Loring (inside Merrifield Suburban Center)
21. Franconia-Springfield
22. Herndon
23. Huntington
24. Innovation Center (inside Dulles Suburban Center)
25. Reston Town Center
26. Van Dorn
27. Vienna
28. West Falls Church
29. Wiehle-Reston East

LOCATIONS OF LARGE INSTITUTIONAL AND INDUSTRIAL AREAS

Industrial Areas
30. Beltway South
31. I-95 Corridor
32. Ravensworth

Large Institutional Land Areas
33. Fort Belvoir (Main Post and North Area)
34. George Mason University
35. Washington Dulles International Airport

LEGEND

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, the following text:

- Area I, Area Plan Overview amended through 10-20-2015, Introduction, page 6;
- Area II, Area Plan Overview amended through 10-20-2015, Introduction, page 6;
- Area III, Area Plan Overview amended through 10-20-2015, Introduction, page 6;
- Area IV, Area Plan Overview amended through 10-20-2015, Introduction, page 6:

"TRANSIT STATION AREAS: [*underlined in original text*]

These areas encompass ~~adjacent to~~ Metrorail Stations (where applicable, a Transit Station Area might also be adjacent to a Metrorail station in a neighboring locality) and are directly influenced by the presence of access points to the Metrorail system. Transit station areas promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly urban form within walking distance of the rail station. Within the region, Metrorail provide a vital public transportation choice that enhances accessibility and reduces the reliance upon single occupancy vehicle use. Transit Station Area boundaries are strongly shaped by the area's access characteristics and the relationship of the station to surrounding stable neighborhoods.

- Refer to Appendix 11 in the Land Use section of the Policy Plan for the sixteen principles for transit-oriented development in Fairfax County.
- Generally, Transit Station Areas constitute those lands within a primary and a secondary development area. The primary development area is approximately a 5 minute walk from the station platform. The secondary development area is approximately a 10 minute walk from the station platform.
- A balance of uses and implementation of design guidelines should be achieved to create desirable neighborhoods."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Glossary amended through 4-29-2014, page 15:

"TRANSIT STATION AREAS (TSAs): These areas encompass ~~adjacent to~~ Metrorail Stations (where applicable, a TSA might also be adjacent to a Metrorail station in a neighboring locality) and are directly influenced by the presence of access points to the Metrorail system. Transit station areas promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly urban form within walking distance of the rail station. The transit-oriented development (TOD) area may be generally defined as a ¼ mile radius from the station platform with a density and intensity tapering to within a ½ mile radius from the station platform or a 5-10 minute walk. Within the region, Metrorail provides a vital public transportation choice that enhances accessibility and reduces the reliance upon single occupancy vehicle use. Transit Station Area boundaries are strongly influenced by the area's access characteristics and the relationship of the station to surrounding stable neighborhoods."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Glossary amended through 4-29-2014, page 10:

"METRORAIL STATION: Facility where passengers may board Metrorail trains. Facility typically includes passenger waiting areas, ticketing and information areas, commuter parking, as well as connecting bus areas. All Metrorail stations in Fairfax County are encompassed by a small area planning boundary."

ADD: Fairfax County Comprehensive Plan, 2013 Edition, Glossary amended through 4-29-2014, page 14:

"**SMALL AREA PLAN:** A geographic subcategory of the Comprehensive Plan. Small Area Plans provide recommendations for defined areas to accommodate and guide future growth consistent with the Concept for Future Development."

ADOPTED CHANGES TO THE AREA I PLAN

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area I, Jefferson Planning District, amended through 12-6-2016, Overview, page 1:

"CONCEPT FOR FUTURE DEVELOPMENT

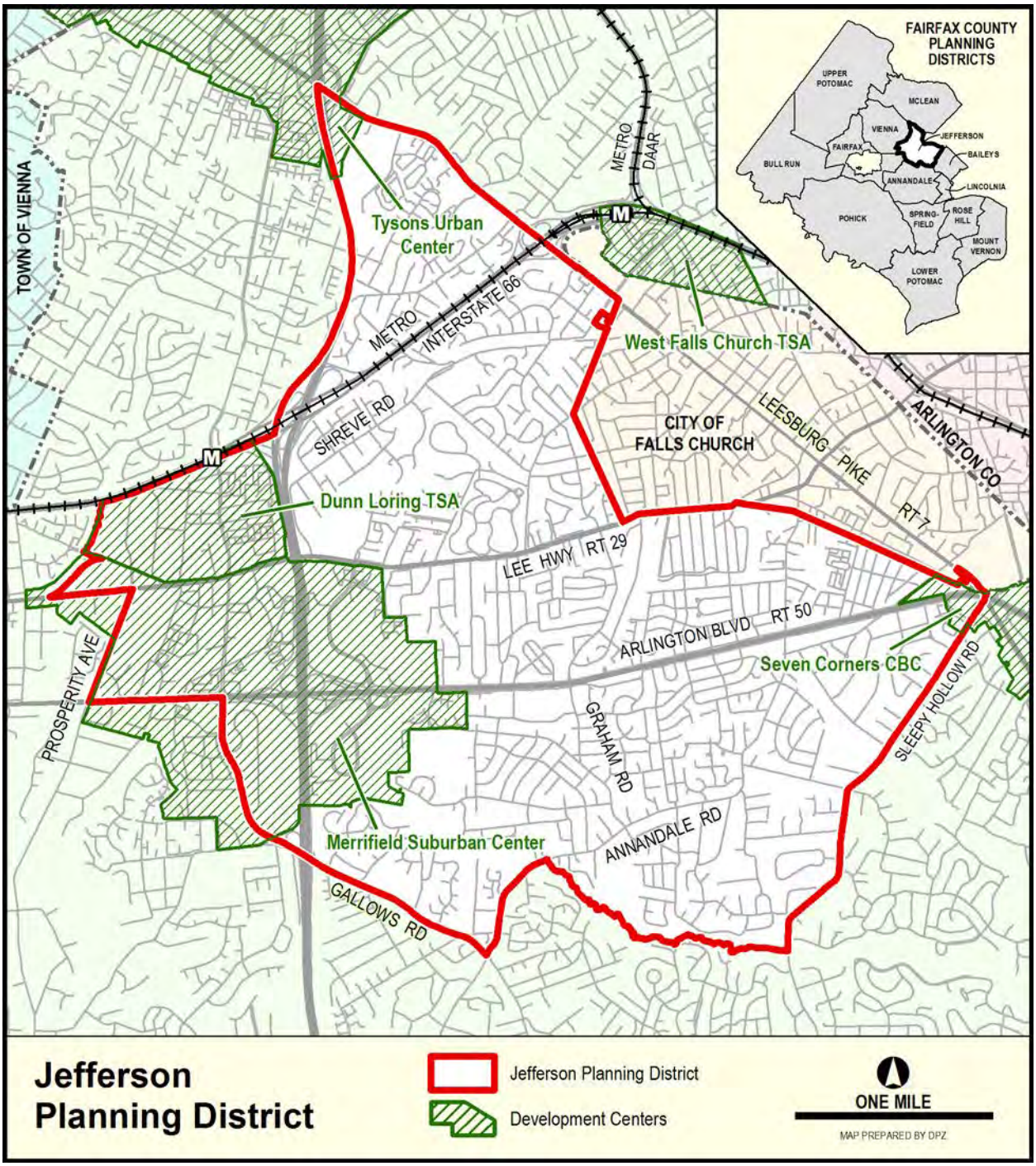
The planning guidance provided by the Concept for Future Development is one of the principal elements used in formulating Area Plan recommendations. The Concept and its associated land use guidance recommend the predominant use and character envisioned for land areas within each planning district although within the Planning District, there may be land areas planned for a distinctly different land use than that envisioned by the Concept.

The Concept for Future Development recommends that the Merrifield Suburban Center be comprised of areas previously identified as the Merrifield Area and the Arlington Boulevard/I-495 Area. The Dunn Loring Transit Station Area is also included in the Merrifield Suburban Center. The remainder of the Jefferson Planning District is classified as Suburban Neighborhoods.

The Merrifield Suburban Center is generally located south of I-66, north of Woodburn Village, west of Holmes Run, and east of Long Branch Stream Valley and Prosperity Avenue. <u>The Merrifield Suburban Center encompasses the Dunn Loring Merrifield Metrorail station.</u> A portion of the Merrifield Suburban Center is located in the Vienna Planning District, Sector V1 and the Fairfax Planning District, Sector F2. There are two core areas for the Merrifield Suburban Center, with one focusing development at/near the transit station and the other core area, located north of Luther Jackson Intermediate School, planned to evolve into a "town center," with the two core areas to be linked by a new "Main Street." "

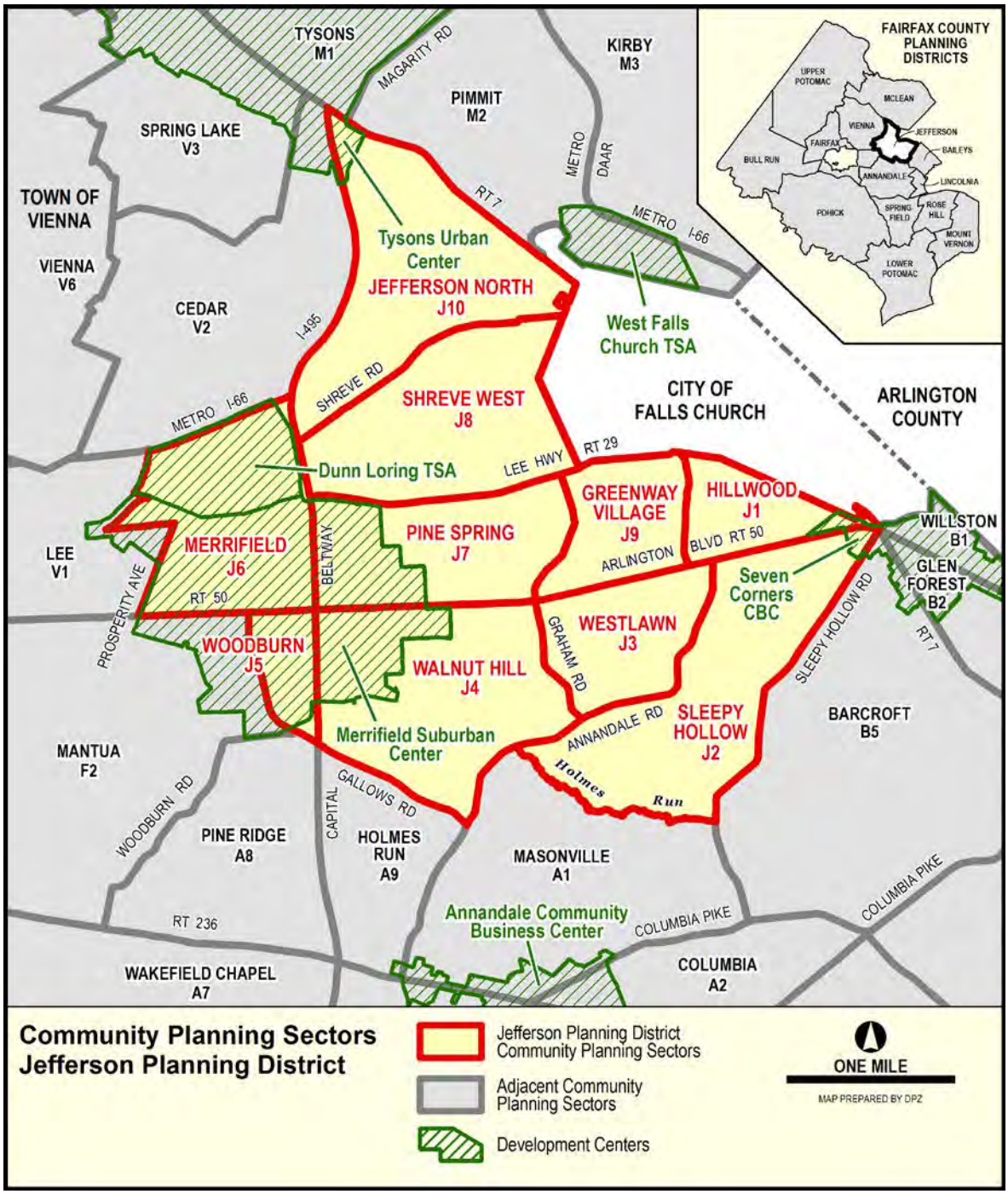
. . .

MODIFY
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area I, Jefferson Planning District, amended through 12-6-2016, Overview, Figure 1, "Jefferson Planning District", page 2 so that 1) the Merrifield Suburban Center small area boundary and the Dunn Loring TSA boundary fully encompass the Dunn Loring Merrifield Metrorail station; and 2) the West Falls Church TSA small area boundary fully encompasses the West Falls Church Metrorail station:

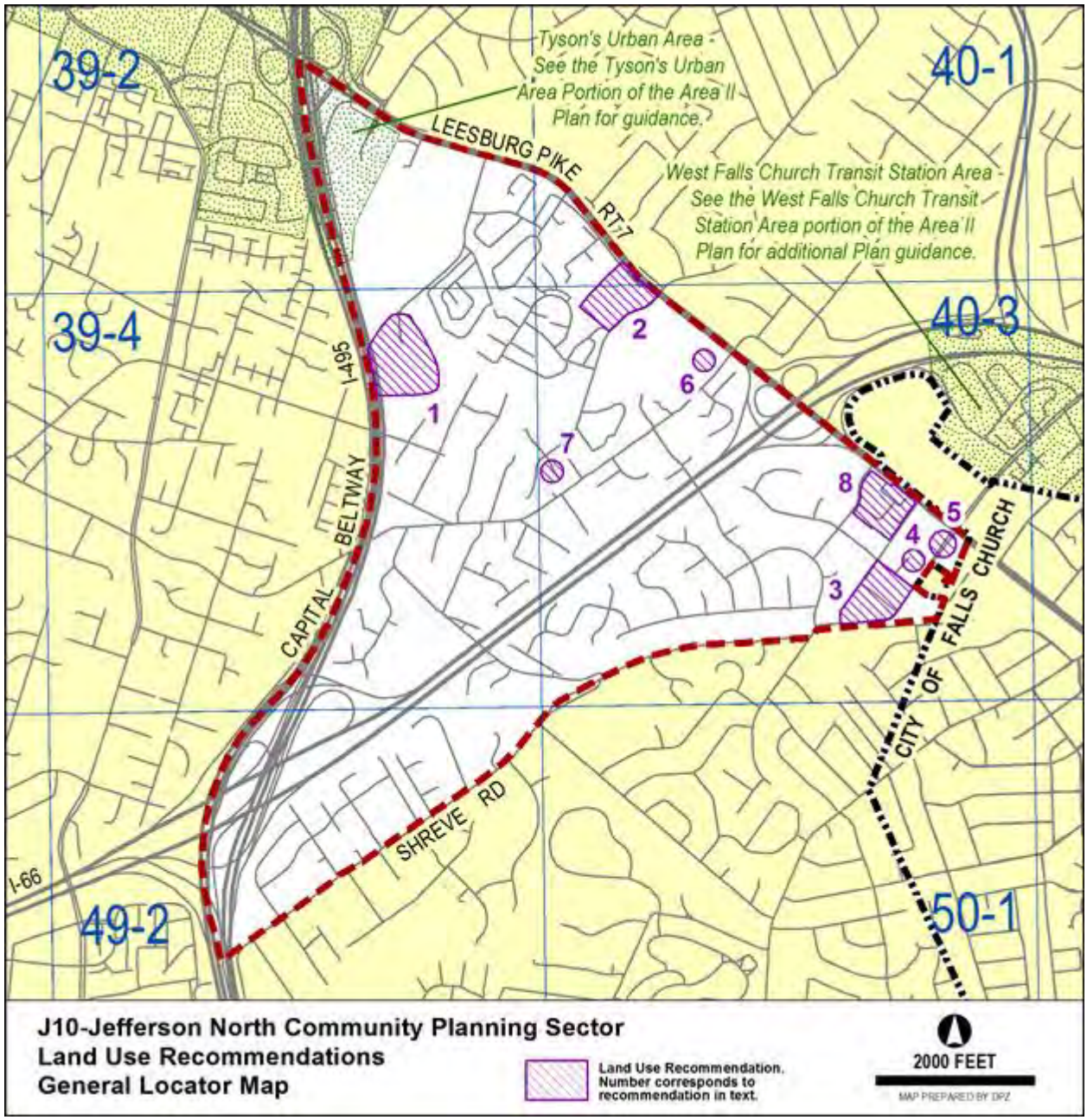


MODIFY

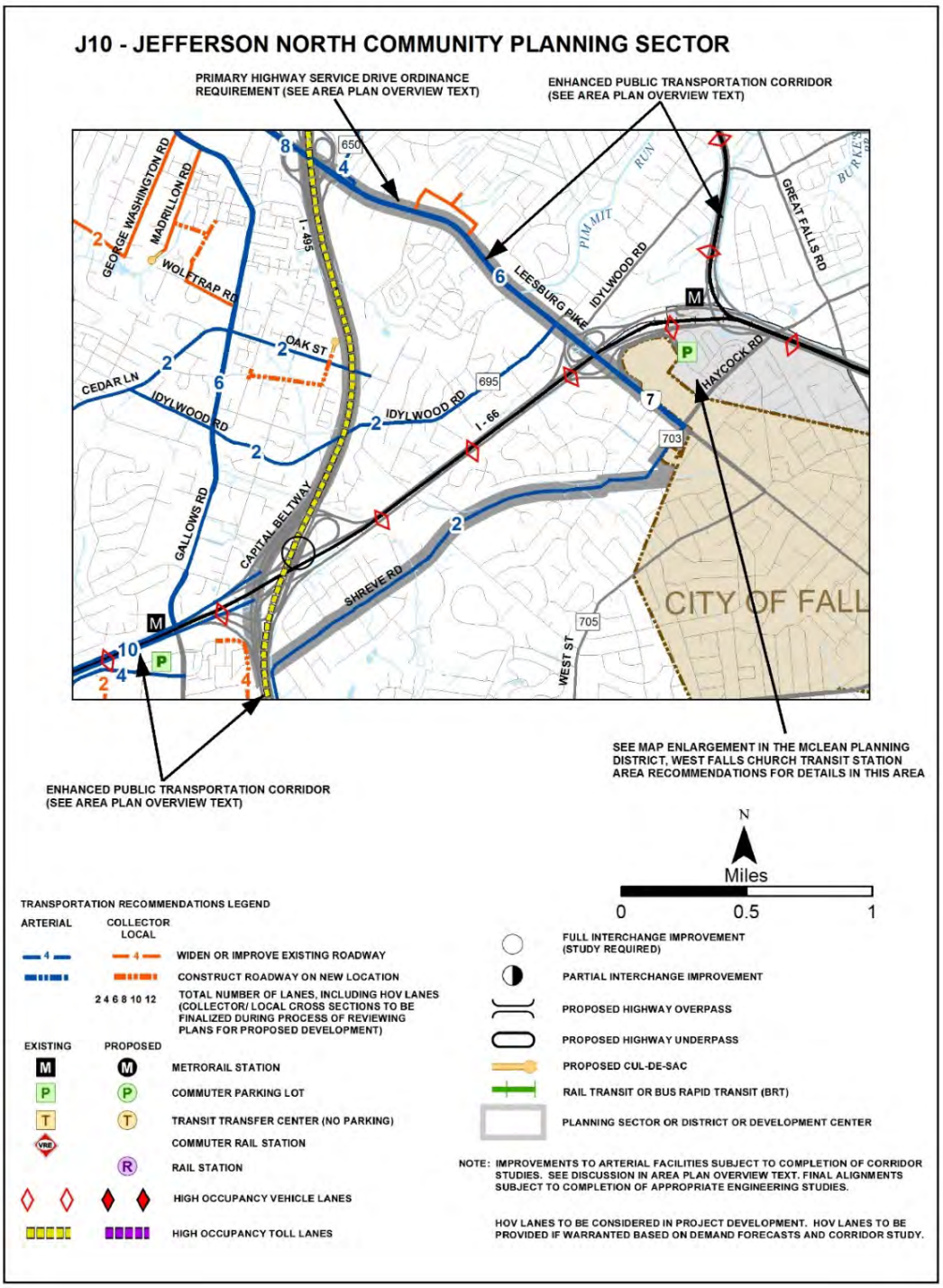
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area I, Jefferson Planning District, amended through 12-6-2016, Figure 8, "Community Planning Sectors", page 15 so that 1) the Merrifield Suburban Center small area boundary and the Dunn Loring TSA boundary fully encompass the Dunn Loring Merrifield Metrorail station; and 2) the West Falls Church TSA small area boundary fully encompasses the West Falls Church Metrorail Station:



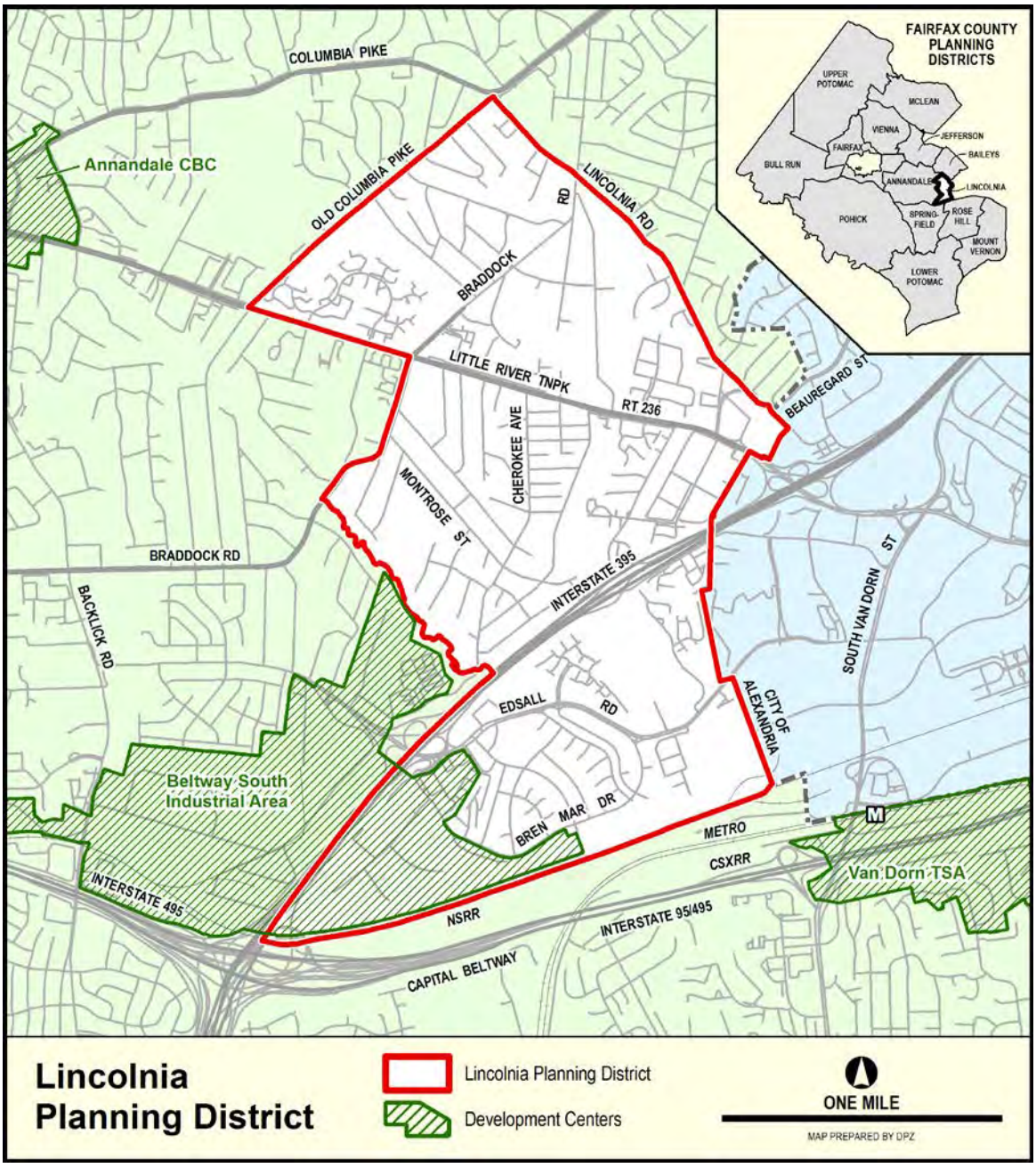
MODIFY
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area I, Jefferson Planning District, amended through 12-6-2016, J10-Jefferson North Community Planning Sector, Figure 33, "J10-Jefferson North Community Planning Sector ", page 67 so that the West Falls Church TSA small area boundary fully encompasses the West Falls Church Metrorail station:



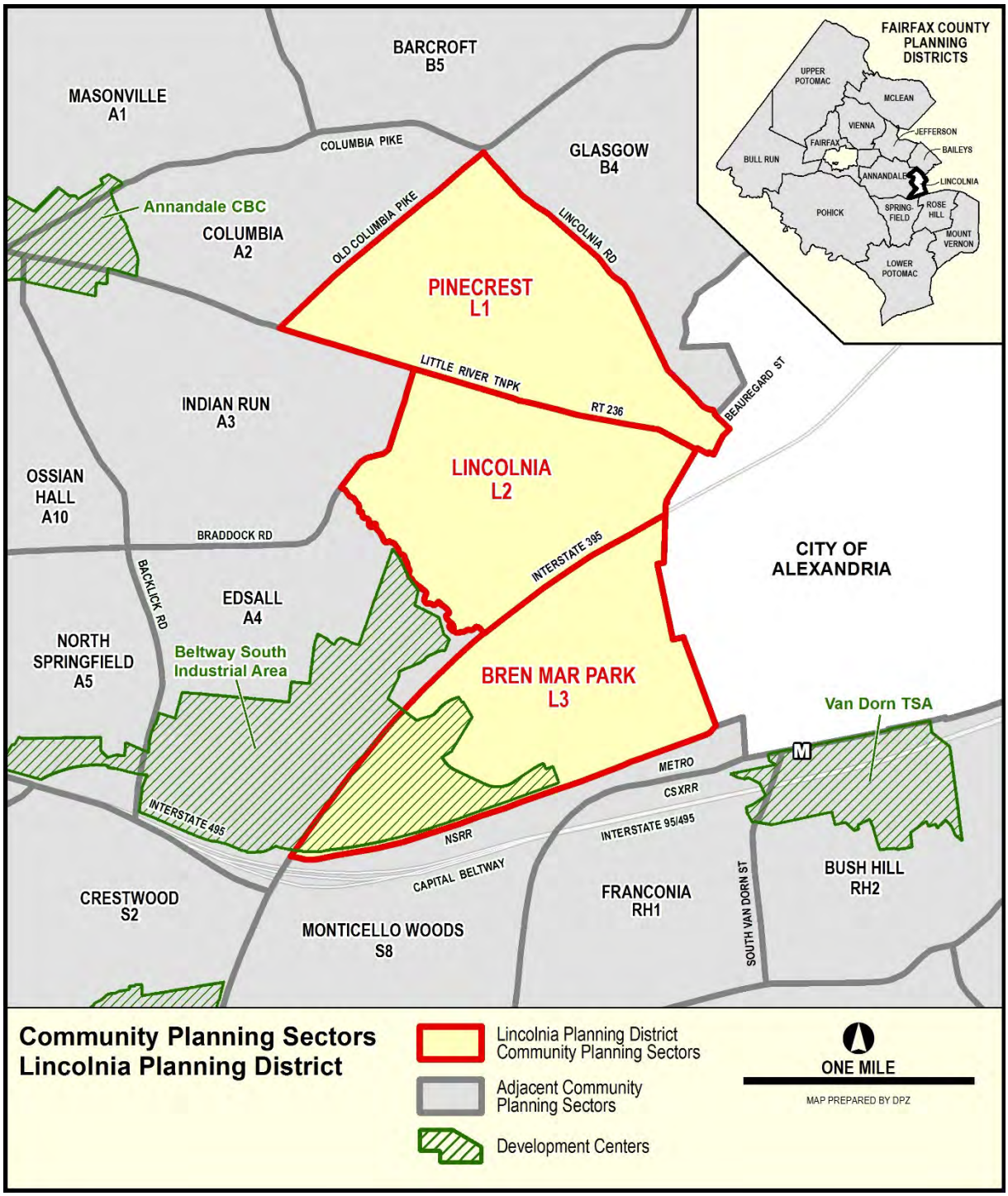
MODIFY
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area I, Jefferson Planning District, amended through 12-6-2016, J10-Jefferson North Community Planning Sector, Figure 34, "Transportation Recommendations", page 71 so that the West Falls Church TSA small area boundary fully encompasses the West Falls Church Metrorail station:



MODIFY
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area I, Lincolnia Planning District, amended through 9-20-2016, Overview, Figure 1, "Lincolnia Planning District", page 2 so that the Van Dorn TSA small area boundary encompasses the Van Dorn Metrorail station pedestrian platform and is immediately adjacent to the City of Alexandria jurisdictional line:



MODIFY
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area I, Lincolnia Planning District, amended through 9-20-2016, Figure 9, "Community Planning Sectors", page 16 so that the Van Dorn TSA small area boundary encompasses the Van Dorn Metrorail station pedestrian platform and is immediately adjacent to the City of Alexandria jurisdictional line:

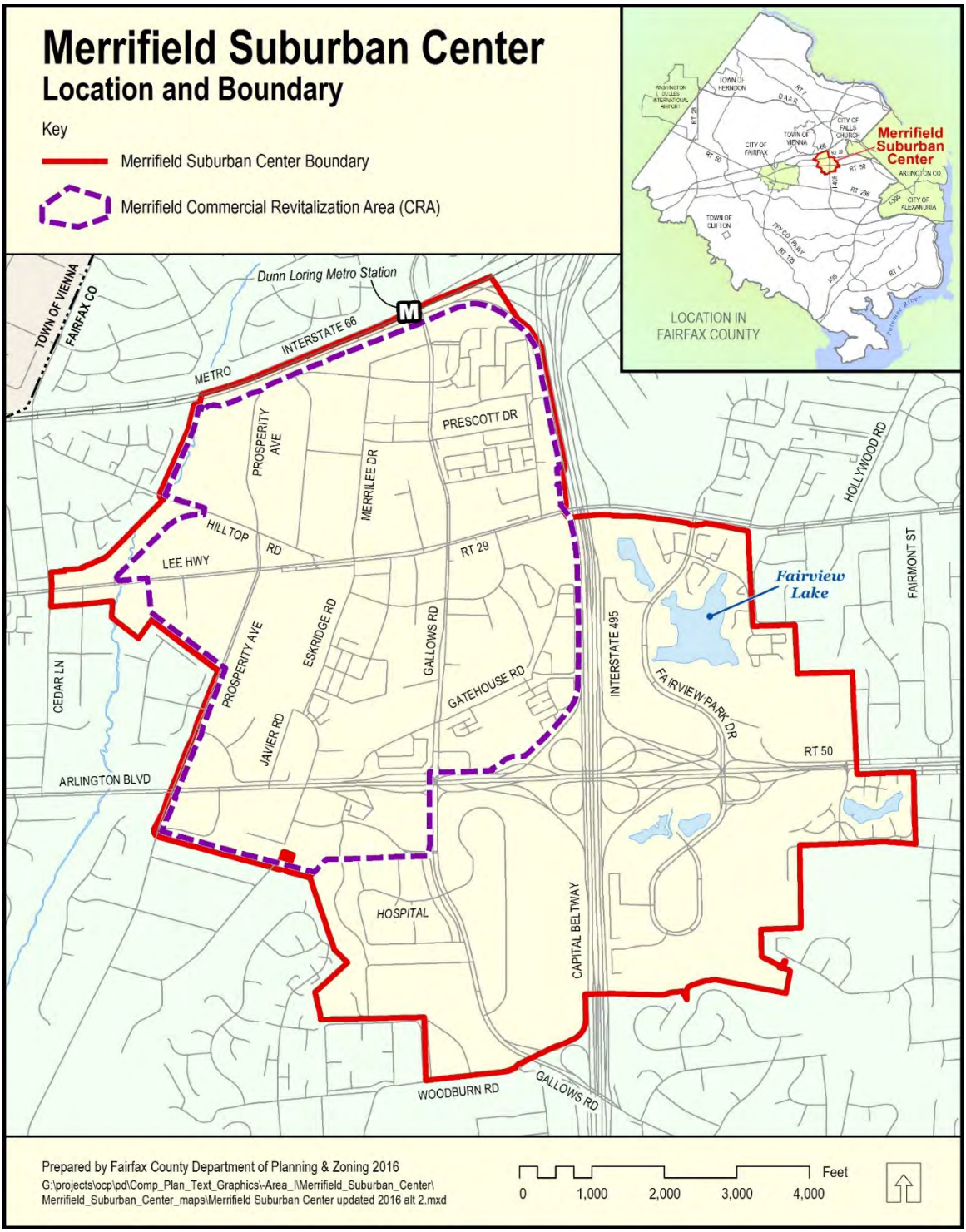


MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area I, The Merrifield Suburban Center, Overview, amended through 10-18-2016, page 1 as follows:

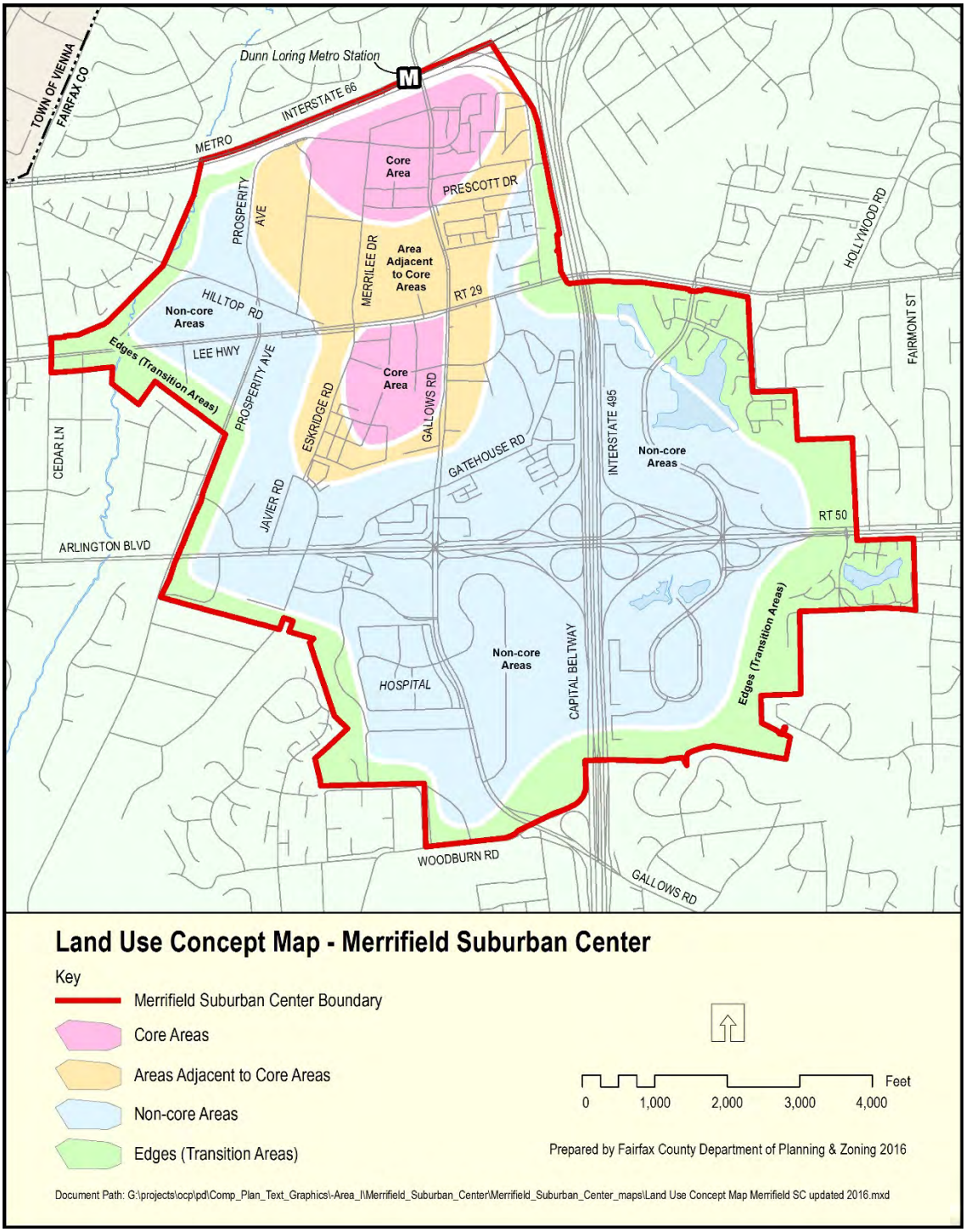
"LOCATION AND CHARACTER

The Merrifield Suburban Center contains approximately 1,550 acres and is generally located south of Interstate 66 (I-66), north of Woodburn Road, west of Holmes Run, and east of Long Branch Stream Valley and Prosperity Avenue and encompasses the Dunn Loring Merrifield Metrorail station. (See Figure 1: Merrifield Suburban Center Location and Boundary Map.) In addition to being served by Metrorail, ~~The~~ the area ~~is served by the Dunn Loring Merrifield Metrorail station and~~ has regional and local access from I-66, Capital Beltway/Interstate 495 (I-495), Lee Highway (Route 29), Arlington Boulevard (Route 50), and Gallows Road. The area contains a mix of uses, including office, medical facilities, hotel, residential, light industrial, and retail. Major development areas include the Mosaic District, Fairview Park (a mix of office, hotel, and residential uses), the Merrifield Regional Post Office, and Inova Fairfax Hospital."

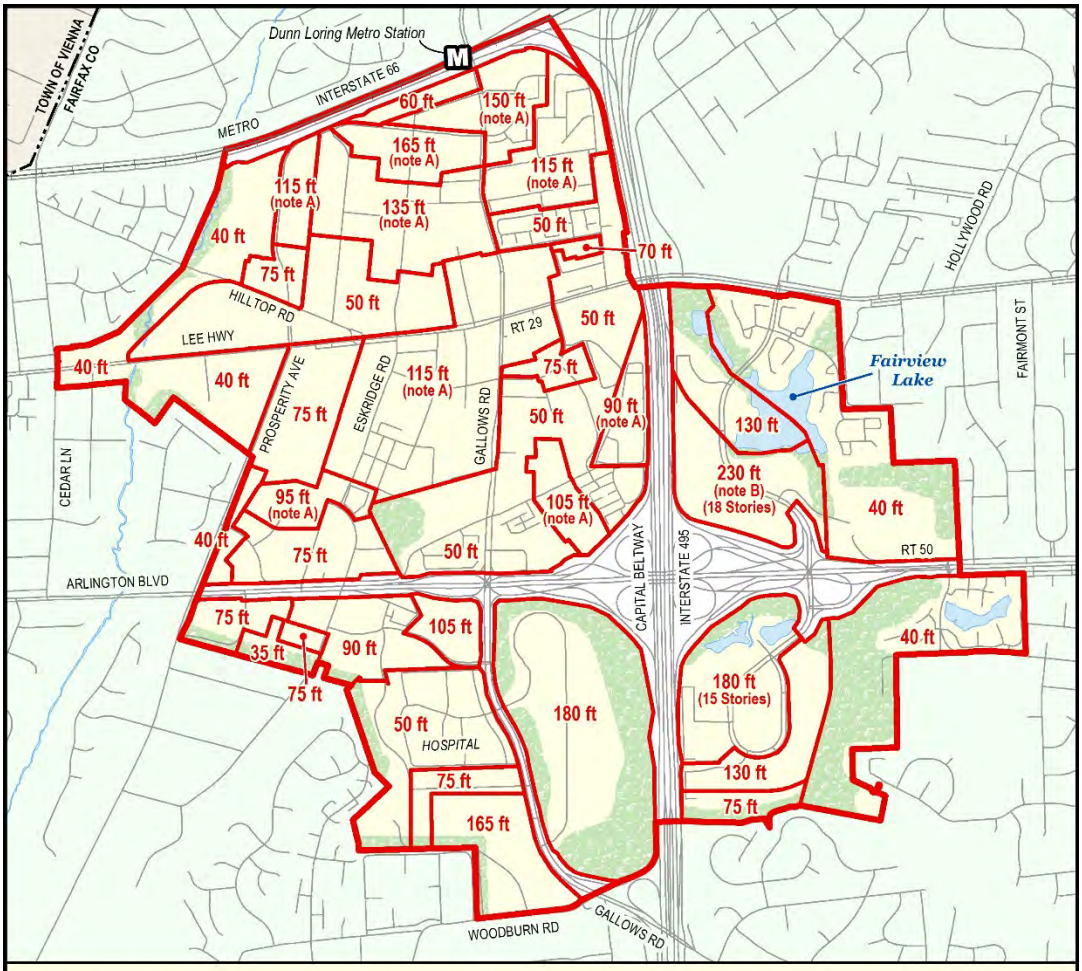
MODIFY
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area I, The Merrifield Suburban Center, amended through 10-18-2016, Overview, Figure 1, "Merrifield Suburban Center Location and Boundary", page 2 so that the Merrifield Suburban Center small area boundary fully encompasses the Dunn Loring Merrifield Metrorail station:



MODIFY
FIGURE: Fairfax County Comprehensive Plan, 2013, Edition, Area I, The Merrifield Suburban Center, amended through 10-18-2016, Overview, Figure 3, "Land Use Concept Map – Merrifield Suburban Center", page 8 so that the Merrifield Suburban Center small area boundary fully encompasses the Dunn Loring Merrifield Metrorail station:



MODIFY
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area I, The Merrifield Suburban Center, amended through 10-18-2016, Area-Wide Recommendations, Figure 8, "Building Heights Map - Merrifield Suburban Center", page 23 so that the Merrifield Suburban Center small area boundary fully encompasses the Dunn Loring Merrifield Metrorail station:



Building Heights Map - Merrifield Suburban Center

Note A: Heights shown with Note A indicate a maximum height allowed when parking structures are integrated with buildings. Maximum building heights are reduced by 20 to 30 feet when parking is not integrated with the building. See specific sub-unit recommendations for additional guidance.

Note B: Heights shown with Note B indicate a maximum height if a retail center is located adjacent to Fairview Lake, the office buildings located in the western portion of Sub-Unit I1 may be considered for a height increase of up to 18 stories or approximately 230 feet. See specific sub-unit recommendation for additional guidance.

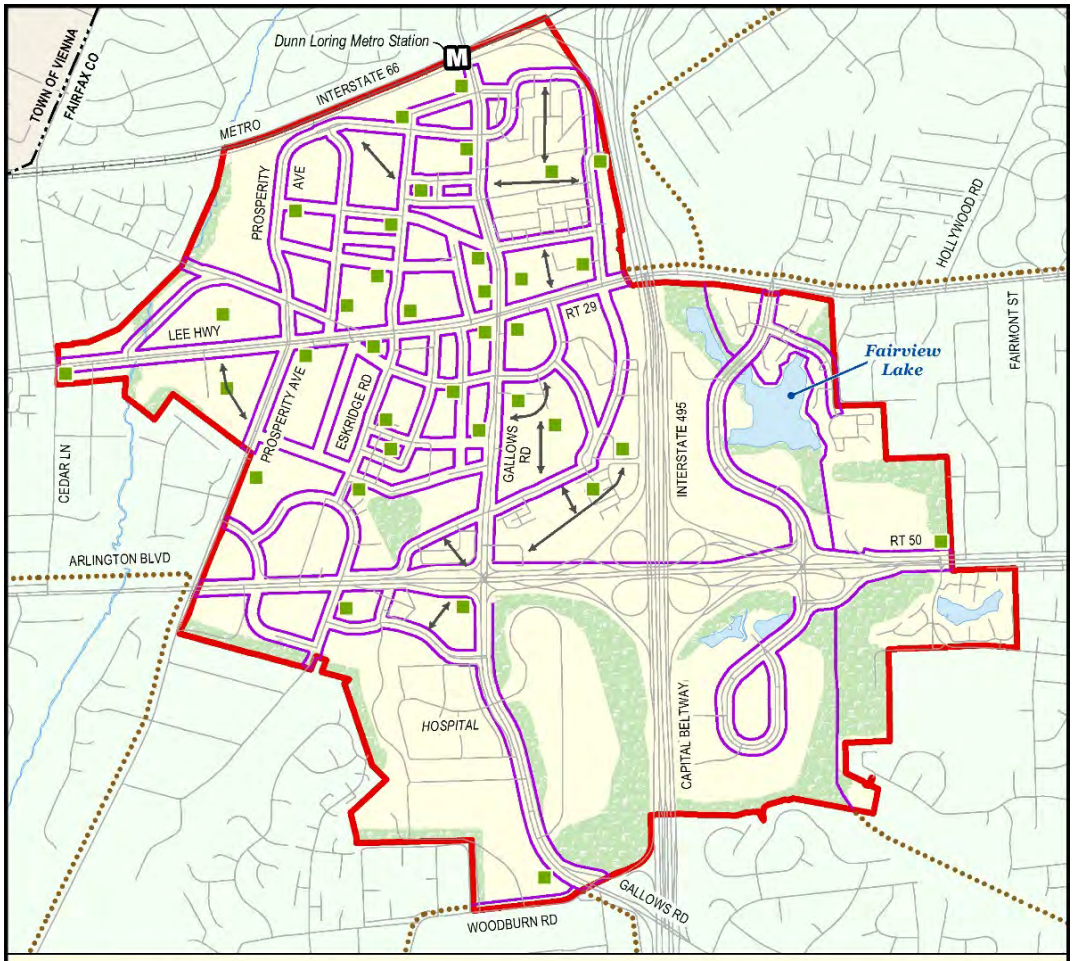
Prepared by Fairfax County Department of Planning & Zoning 2016

Open Space

0 1,000 2,000 3,000 4,000 Feet

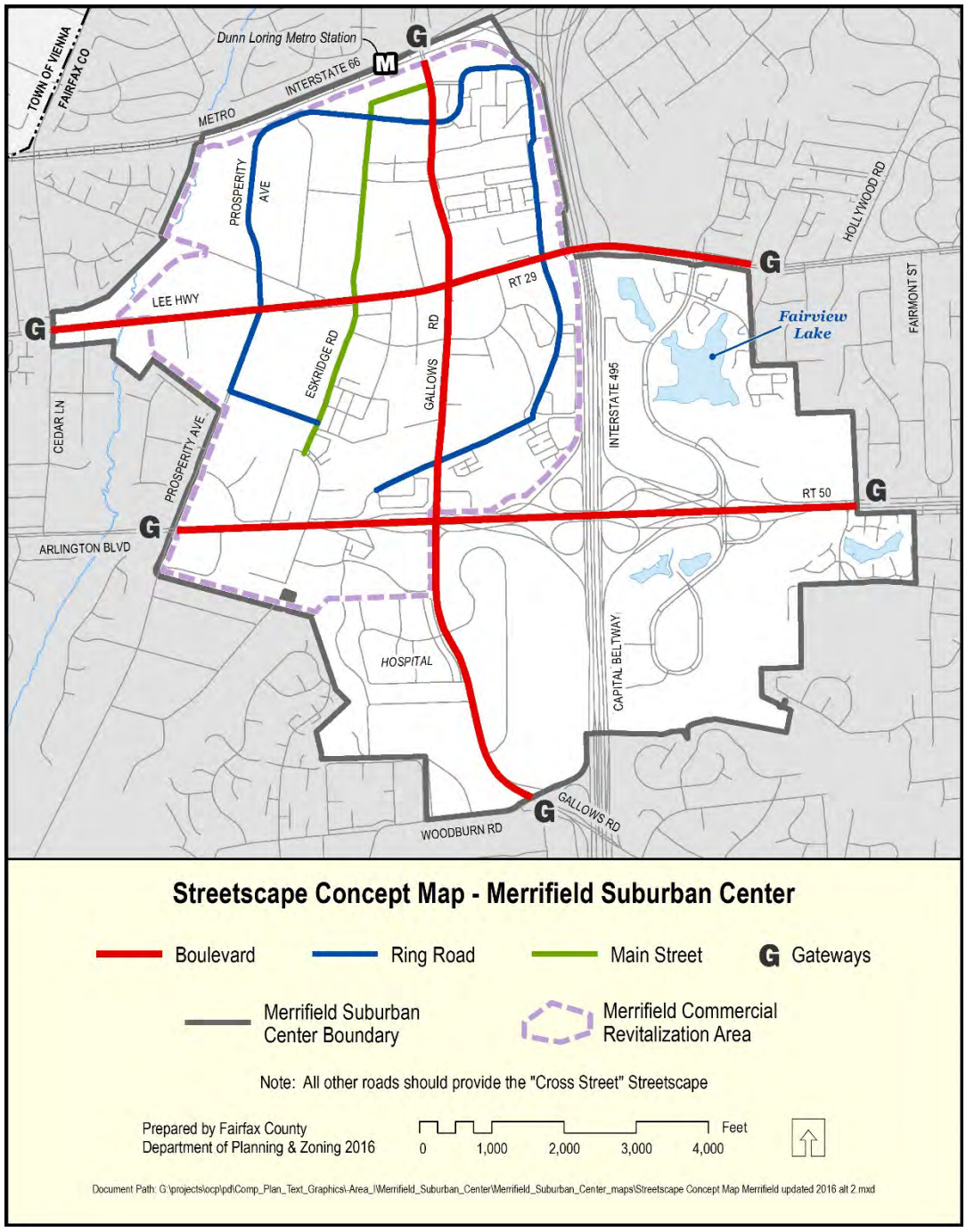
G:\projects\ocp\pd\Comp_Plan_Text_Graphics\I-Area_I\Merrifield_Suburban_Center\Merrifield_Suburban_Center_maps\Building Heights Map Merrifield updated 2016.mxd

MODIFY
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area I, The Merrifield Suburban Center, amended through 10-18-2016, Area-Wide Recommendations, Figure 9, "Open Space and Pedestrian System Map – Merrifield Suburban Center", page 24 so that the Merrifield Suburban Center small area boundary fully encompasses the Dunn Loring Merrifield Metrorail station:



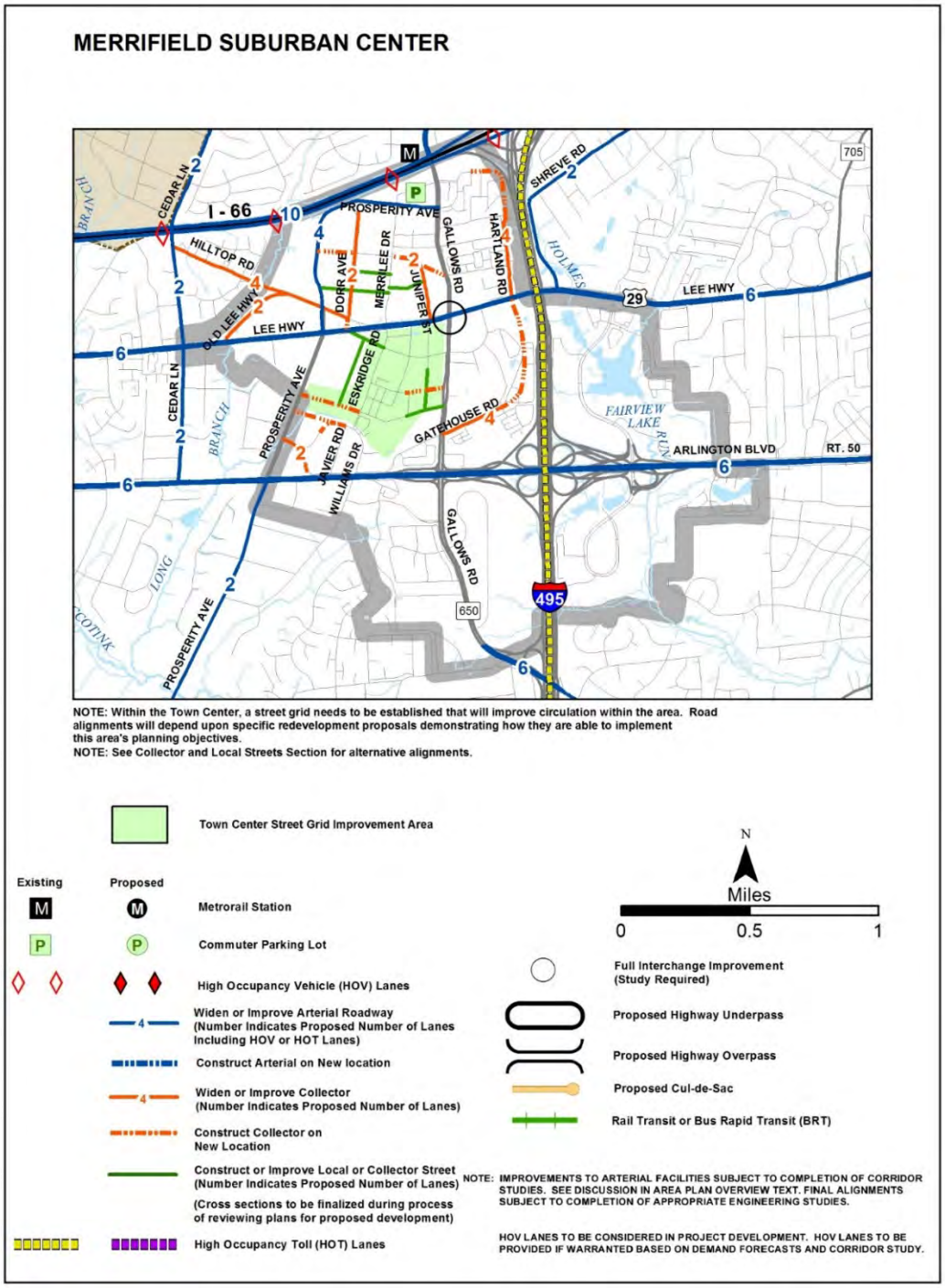
MODIFY

FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area I, The Merrifield Suburban Center, amended through 10-18-2016, Area-Wide Recommendations , Figure 10, "Streetscape Concept Map – Merrifield Suburban Center", page 27 so that the Merrifield Suburban Center small area boundary fully encompasses the Dunn Loring Merrifield Metrorail station:



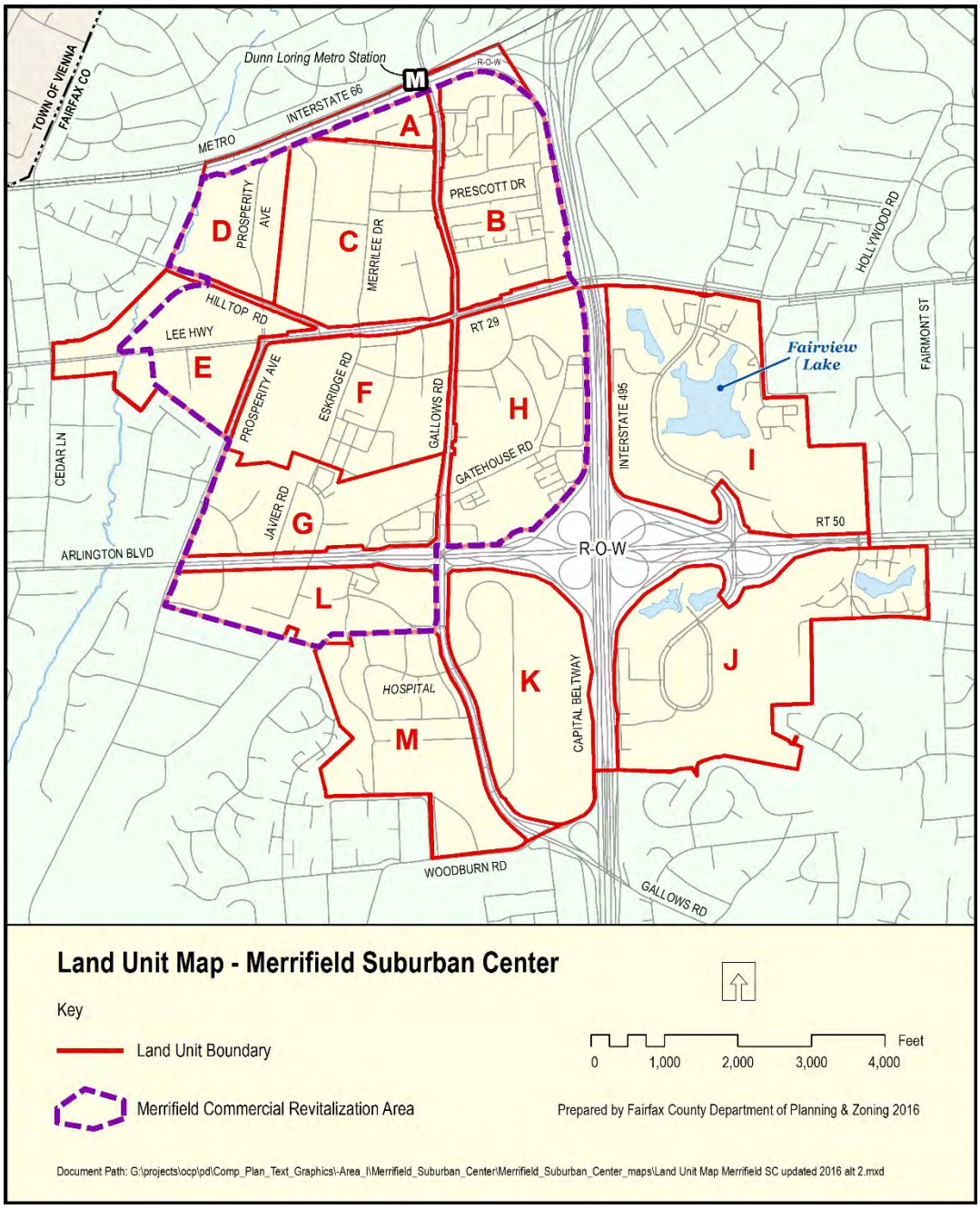
MODIFY

FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area I, The Merrifield Suburban Center, amended through 10-18-2016, Area-Wide Recommendations, Figure 16, "Transportation Recommendations", page 42 so that the Merrifield Suburban Center small area boundary fully encompasses the Dunn Loring Merrifield Metrorail station:



MODIFY

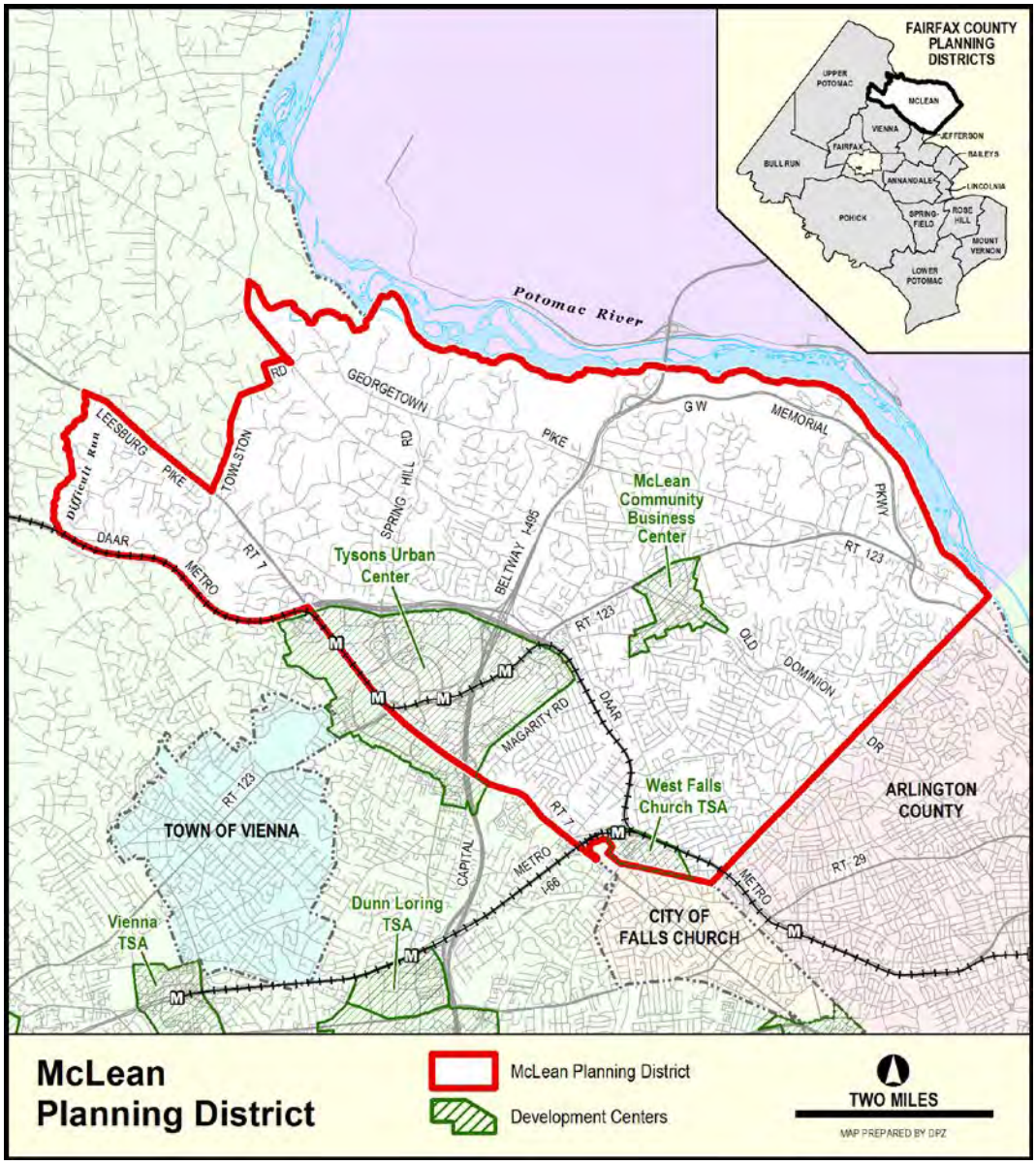
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area I, The Merrifield Suburban Center, amended through 10-18-2016, Land Unit Recommendations, Figure 19, "Land Unit Map – Merrifield Suburban Center", page 54 so that the Merrifield Suburban Center small area boundary fully encompasses the Dunn Loring Merrifield Metrorail station:



ADOPTED CHANGES TO THE AREA II PLAN

MODIFY

FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, amended through 11-1-2016, Overview, Figure 1, "McLean Planning District", page 2 so that 1) the West Falls Church TSA small area boundary fully encompasses the West Falls Church Metrorail station; and 2) the Merrifield Suburban Center small area boundary and the Dunn Loring TSA fully encompass the Dunn Loring Merrifield Metrorail station:



MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, amended through 11-1-2016, West Falls Church Transit Station Area, page 76:

WEST FALLS CHURCH TRANSIT STATION AREA

"OVERVIEW

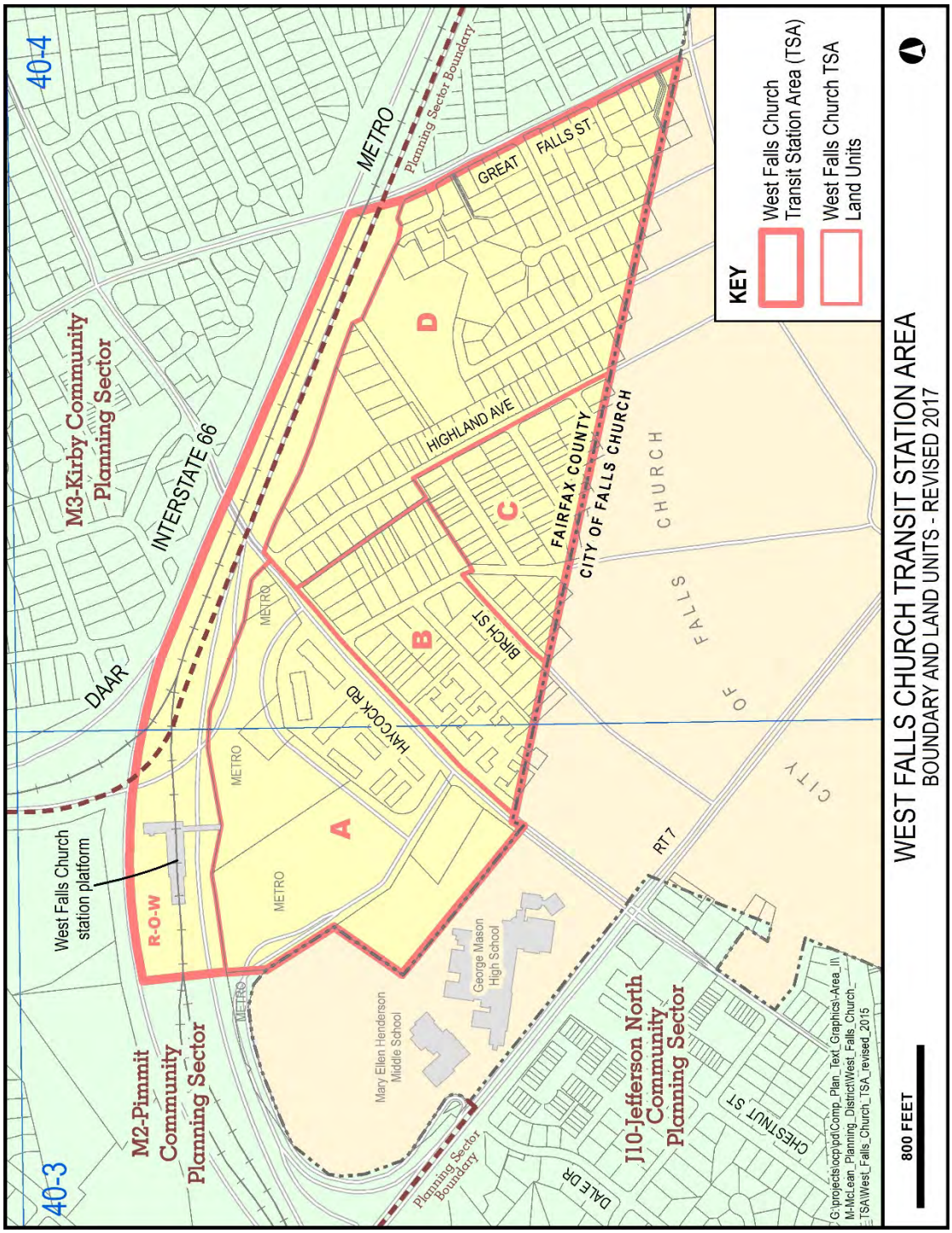
The West Falls Church Transit Station Area is located north of the City of Falls Church along the I-66 corridor north of Leesburg Pike (Route 7) and south of I-66 and the Dulles Airport Access Road DAAR, (Route 267). The Transit Station Area encompasses the Metrorail station. The Washington Metropolitan Area Transit Authority (WMATA) ~~Metro~~ Metrorail station lies in the median of I-66 and is bordered on the north by the WMATA Service and Inspection Yard. To the south are parcels owned by WMATA and adjacent to this land is the University of Virginia/Virginia Tech Education Center. The WMATA Tract and University of Virginia/Virginia Tech Education Center are bounded by the Fairfax County – City of Falls Church boundary. The City of Falls Church's George Mason High School, Mary Ellen Henderson Middle School, and athletic fields are west of the WMATA Tract and the University of Virginia/Virginia Tech Education Center, within the City of Falls Church. Multifamily residential development is located along Haycock Road. The surrounding area is characterized by stable neighborhoods consisting mostly of single-family detached houses.

Key considerations with respect to the West Falls Church Transit Station Area relate to the appropriate transit station related development at adjacent sites and the protection of the existing residential communities. A result of the ~~Metro~~ Metrorail station is the increased pressure to develop land and to redevelop certain existing uses in the area. The accessibility of rail transit has generated pressure to redevelop the adjacent low density residential neighborhoods southeast of the Metrorail site. While the Policy Plan encourages greater use of rail transit and reducing dependency upon the automobile, there is also the need to preserve stable neighborhoods, maintain a supply of affordable housing, and enhance the established sense of community in areas where Metrorail stations are located. It is imperative that ~~Metro~~ Metrorail related development be compatible with existing uses near the station.

CONCEPT FOR FUTURE DEVELOPMENT

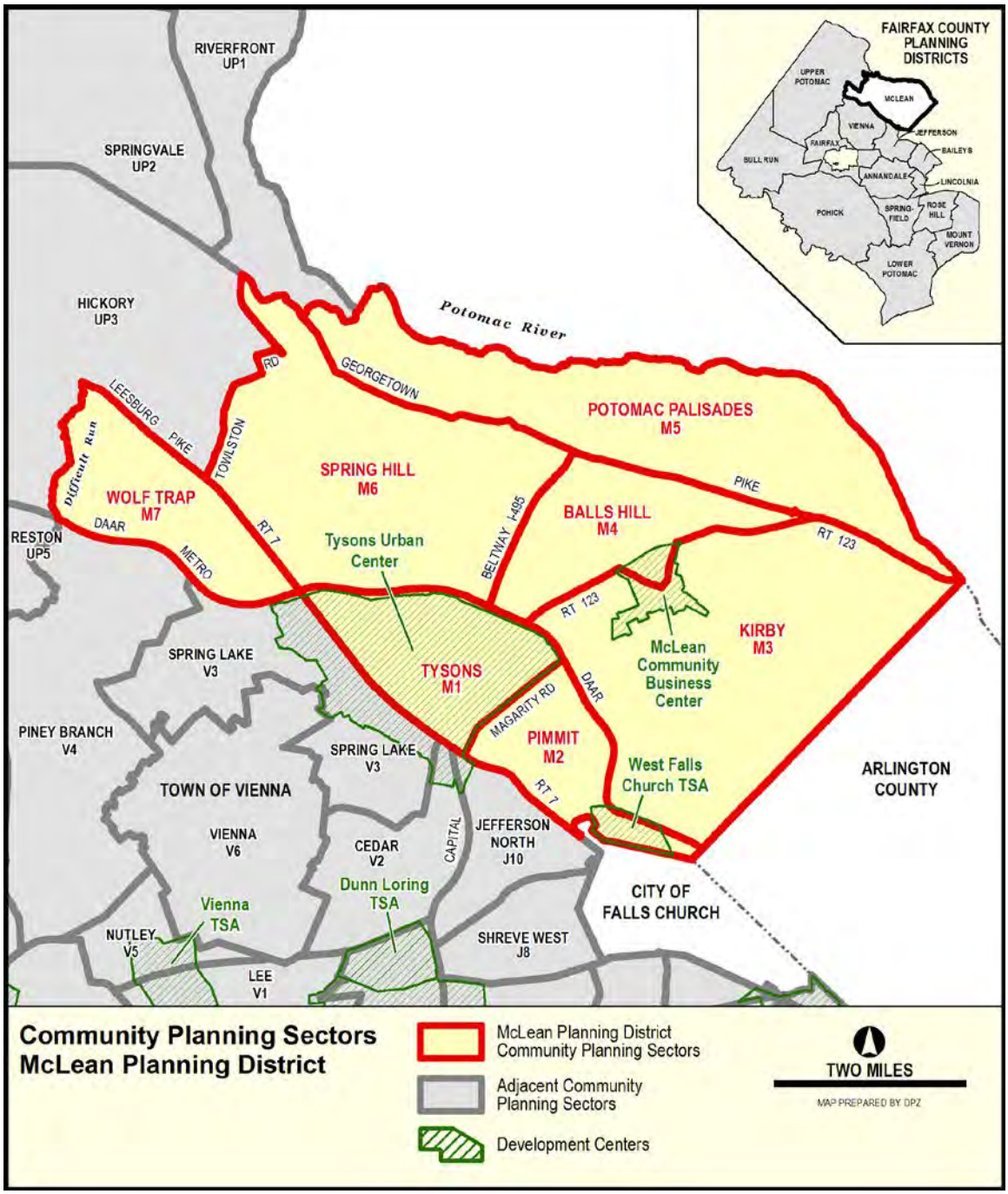
The Concept for Future Development designates the West Falls Church Transit Station Area as one of several specialized planning areas ~~located around~~ that encompasses a Metrorail ~~stations~~ station in Fairfax County. Each is part of the Adopted Regional System for Metrorail. These Metrorail stations provide the opportunity for compatible, non-automobile dependent development to occur. The intention of the Transit Station Area designation is to capitalize on the opportunity to provide transit-focused housing and employment locations, while still maintaining the existing, nearby land uses."

MODIFY
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, amended through 11-1-2016, West Falls Church Transit Station Area, Figure 12, "West Falls Church Transit Station Area Boundary and Land Units", page 77 so that the West Falls Church TSA small area boundary fully encompasses the West Falls Church Metrorail station:



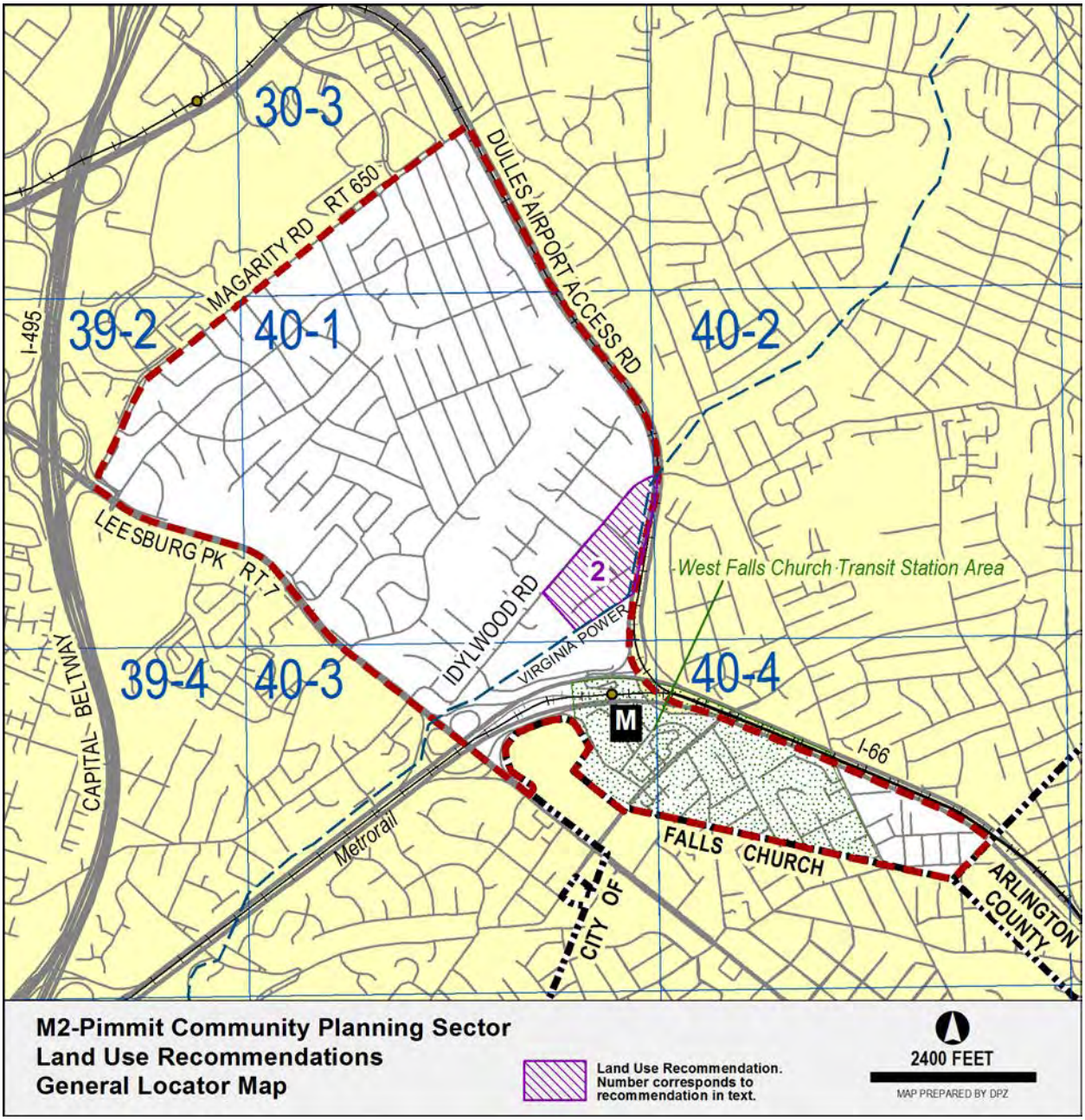
MODIFY

FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, amended through 11-1-2016, Figure 16, "Community Planning Sectors", page 91 so that 1) the West Falls Church TSA small area boundary fully encompasses the West Falls Church Metrorail station; and 2) the Merrifield Suburban Center small area boundary and the Dunn Loring TSA boundary fully encompass the Dunn Loring Merrifield Metrorail station:

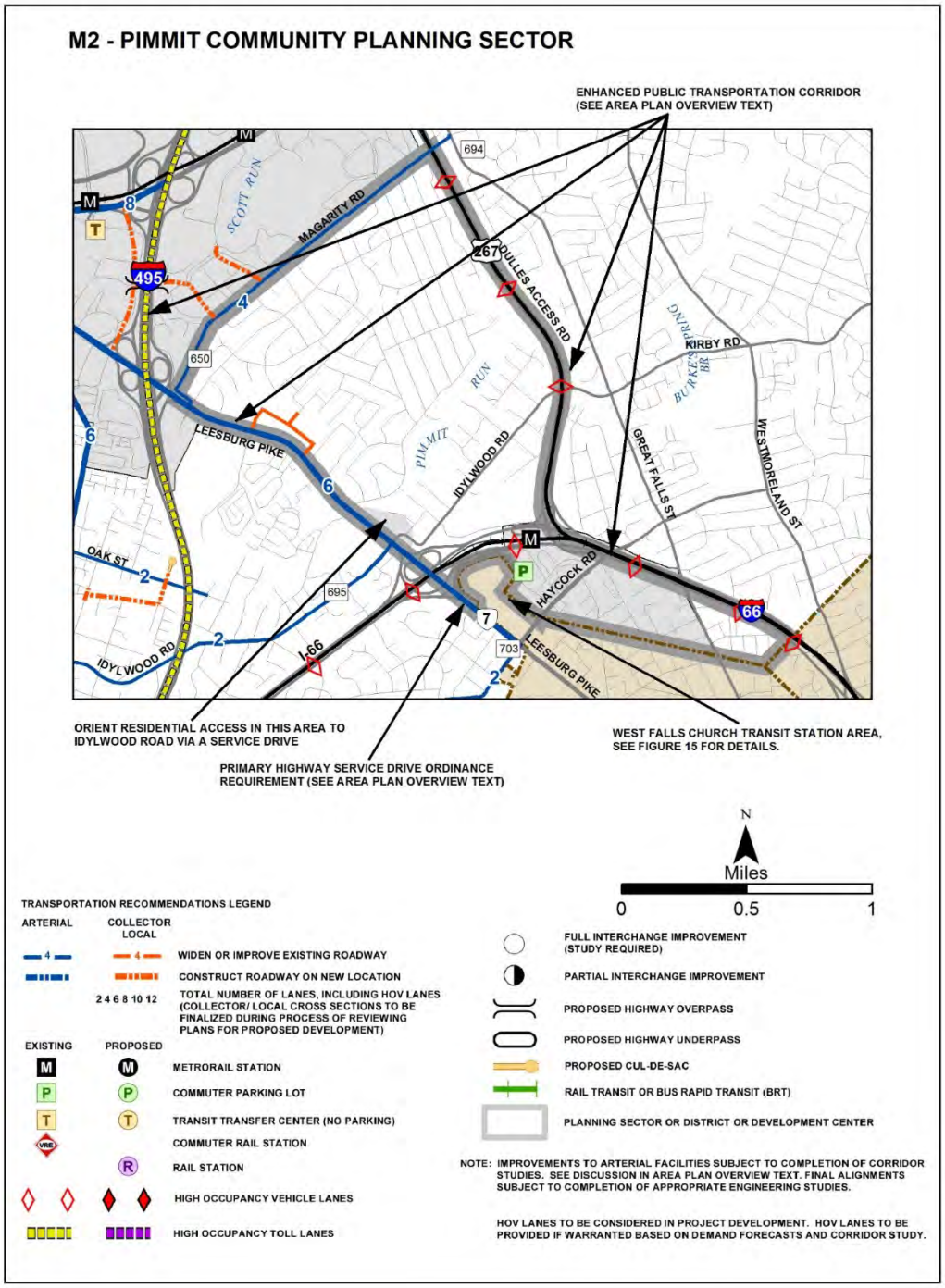


MODIFY

FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, amended through 11-1-2016, M2-Pimmit Community Planning Sector, Figure 18, "M2-Pimmit Community Planning Sector Land Use Recommendations General Locator Map", page 96 so that the West Falls Church TSA small area boundary fully encompasses the West Falls Church Metrorail station:

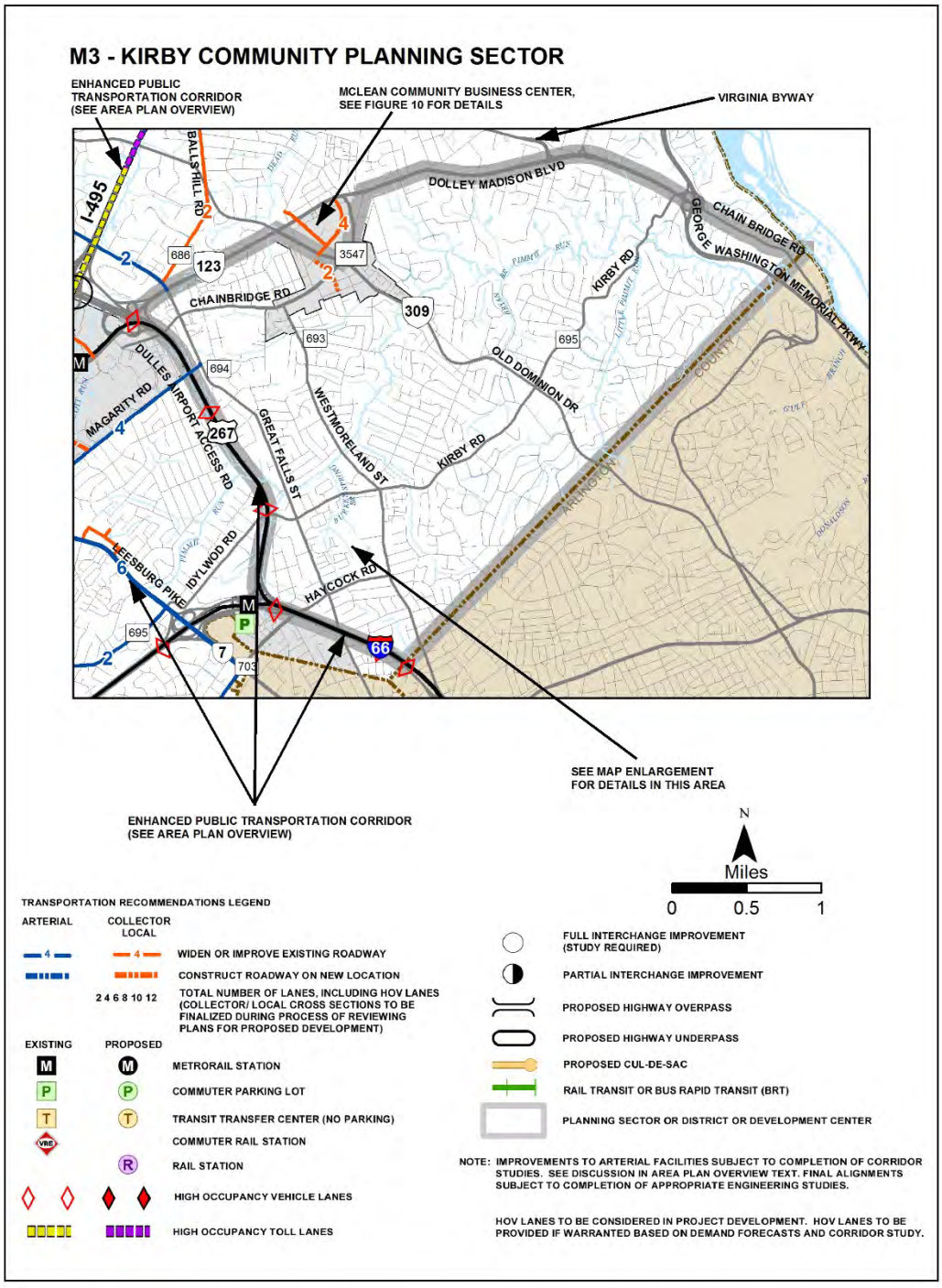


MODIFY
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, amended through 11-1-2016, M2-Pimmit Community Planning Sector, Figure 19, "Transportation Recommendations", page 97 so that the West Falls Church TSA small area boundary fully encompasses the West Falls Church Metrorail station:



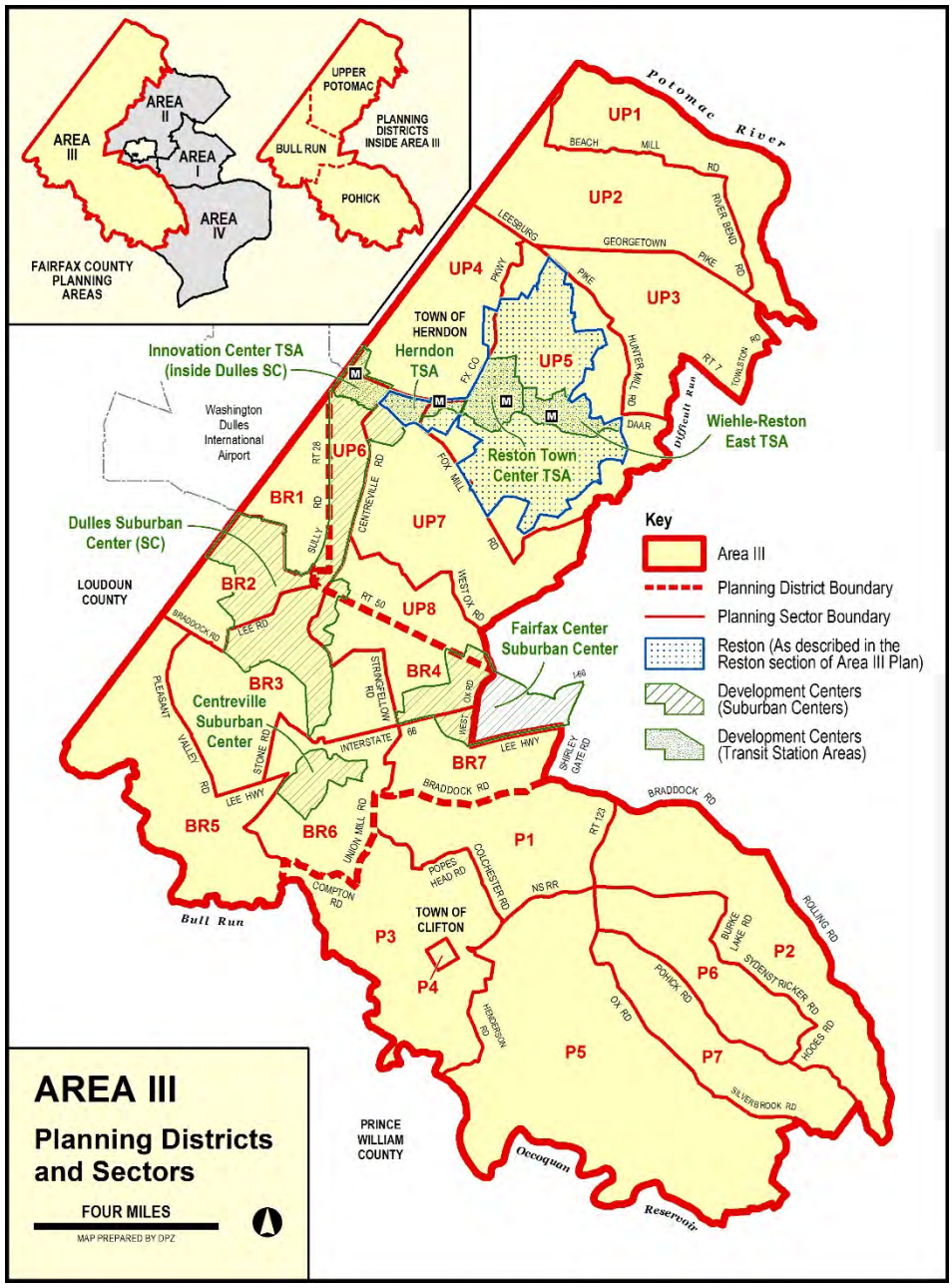
MODIFY

FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, amended through 11-1-2016, M3-Kirby Community Planning Sector, Figure 22, "M3 Kirby Community Planning Sector", page 105 so that the West Falls Church TSA small area boundary fully encompasses the West Falls Church Metrorail station:



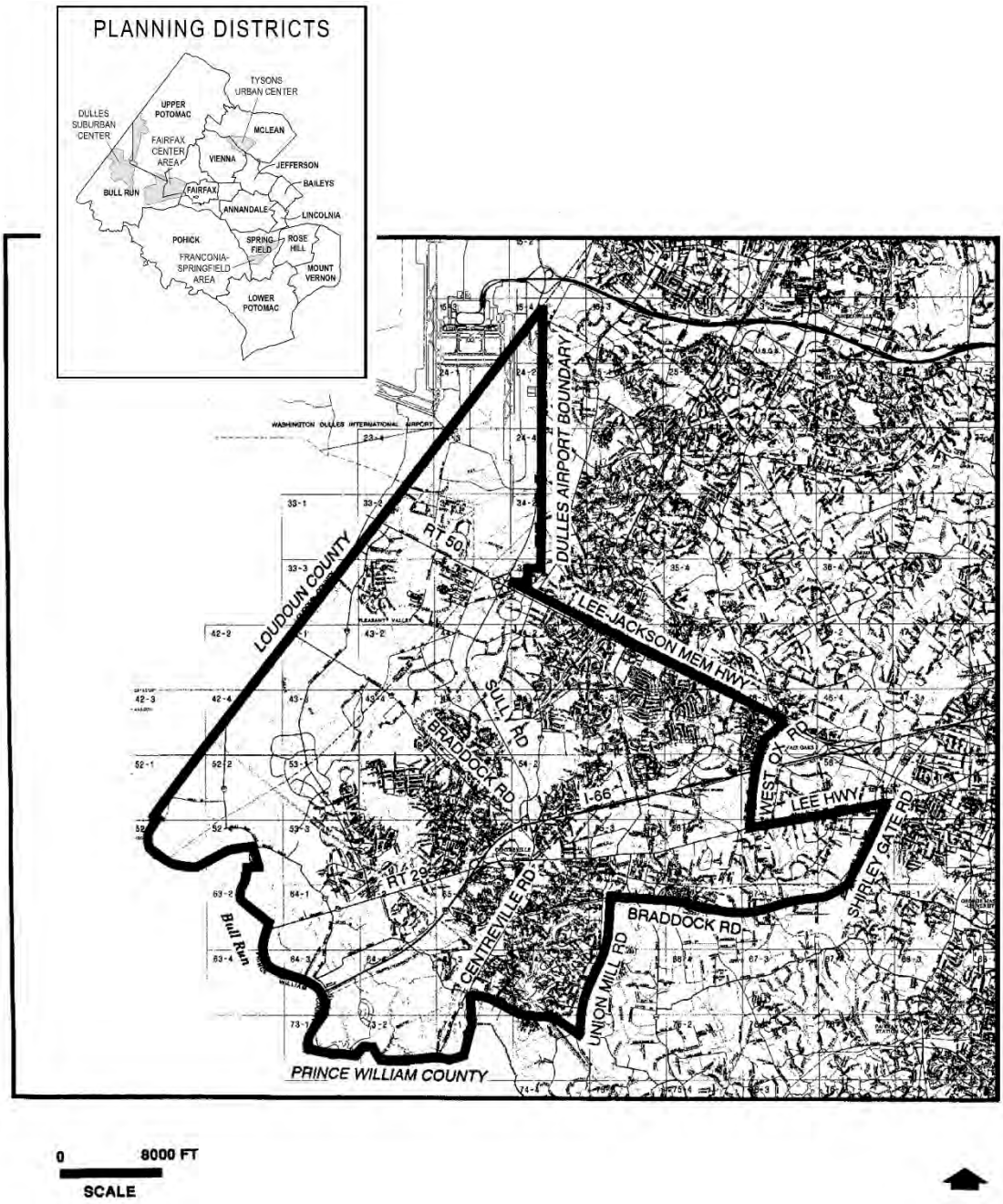
ADOPTED CHANGES TO THE AREA III PLAN

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Area Plan Overview, amended through 10-20-2015, Introduction, Figure 1, "Planning Districts and Sectors", to show 1) an enlarged Dulles Suburban Center small area boundary that includes the Innovation Center TSA; and 2) an enlarged Herndon TSA boundary to fully encompass the location of the future Herndon Metrorail station, page 2:

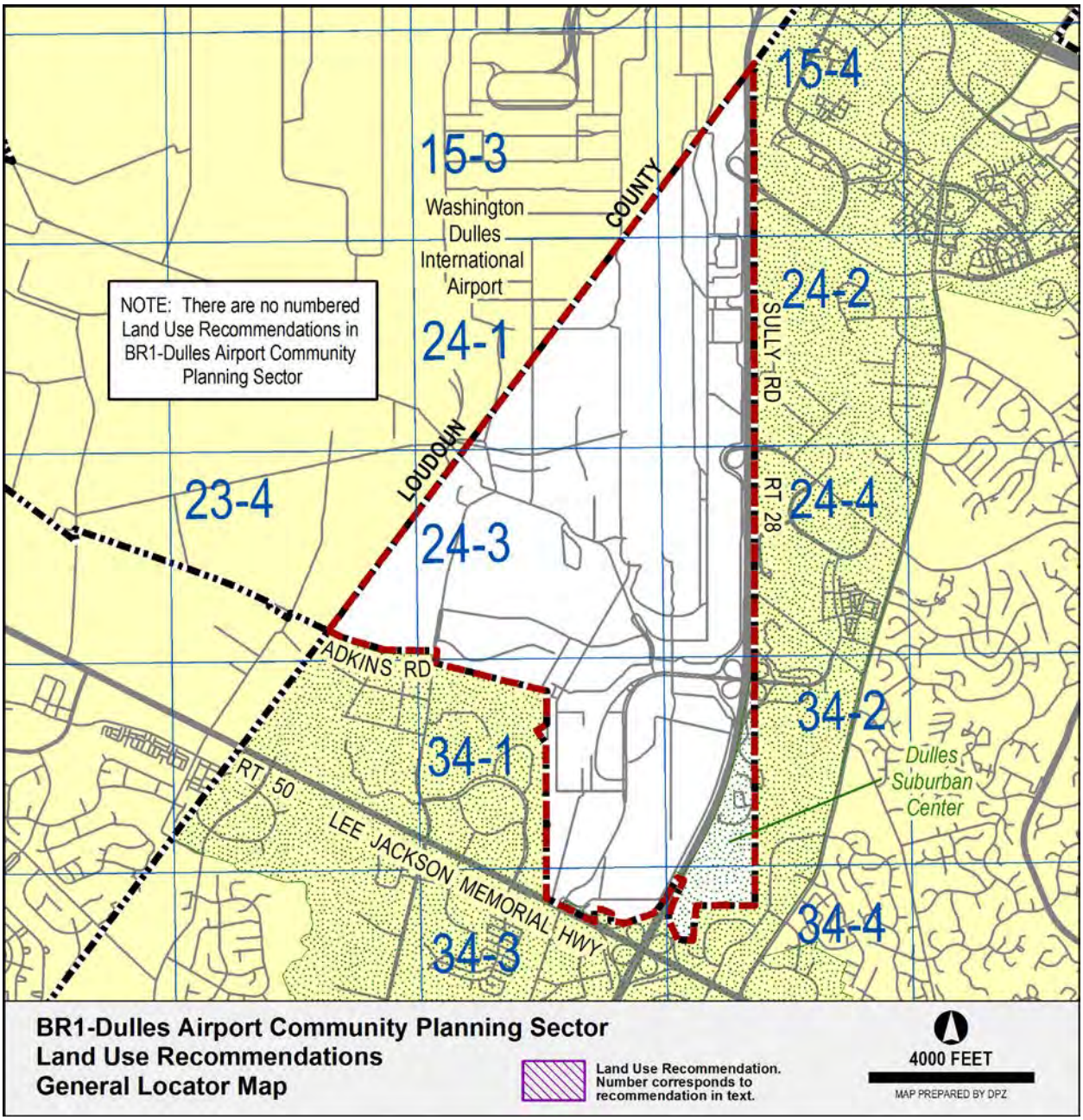


MODIFY
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Bull Run Planning District, amended through 12-6-2016, Overview, Figure 1, "Bull Run Planning District", to show an enlarged Dulles Suburban Center small area boundary in the inset map that includes the Innovation Center TSA, page 2:

Note: All other inset maps in the Plan will be modified accordingly, if the Board of Supervisors approves this Comprehensive Plan Amendment.



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Bull Run Planning District, amended through 12-6-2016, BR1-Dulles Airport Community Planning Sector, Figure 14, "BR1- Dulles Airport Community Planning Sector Land Use Recommendations General Locator Map", to show an enlarged Dulles Suburban Center small area boundary that includes the Innovation Center TSA, page 45:



MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, amended through 9-20-2016, Overview, page 1:

"DULLES SUBURBAN CENTER

BACKGROUND

LOCATION

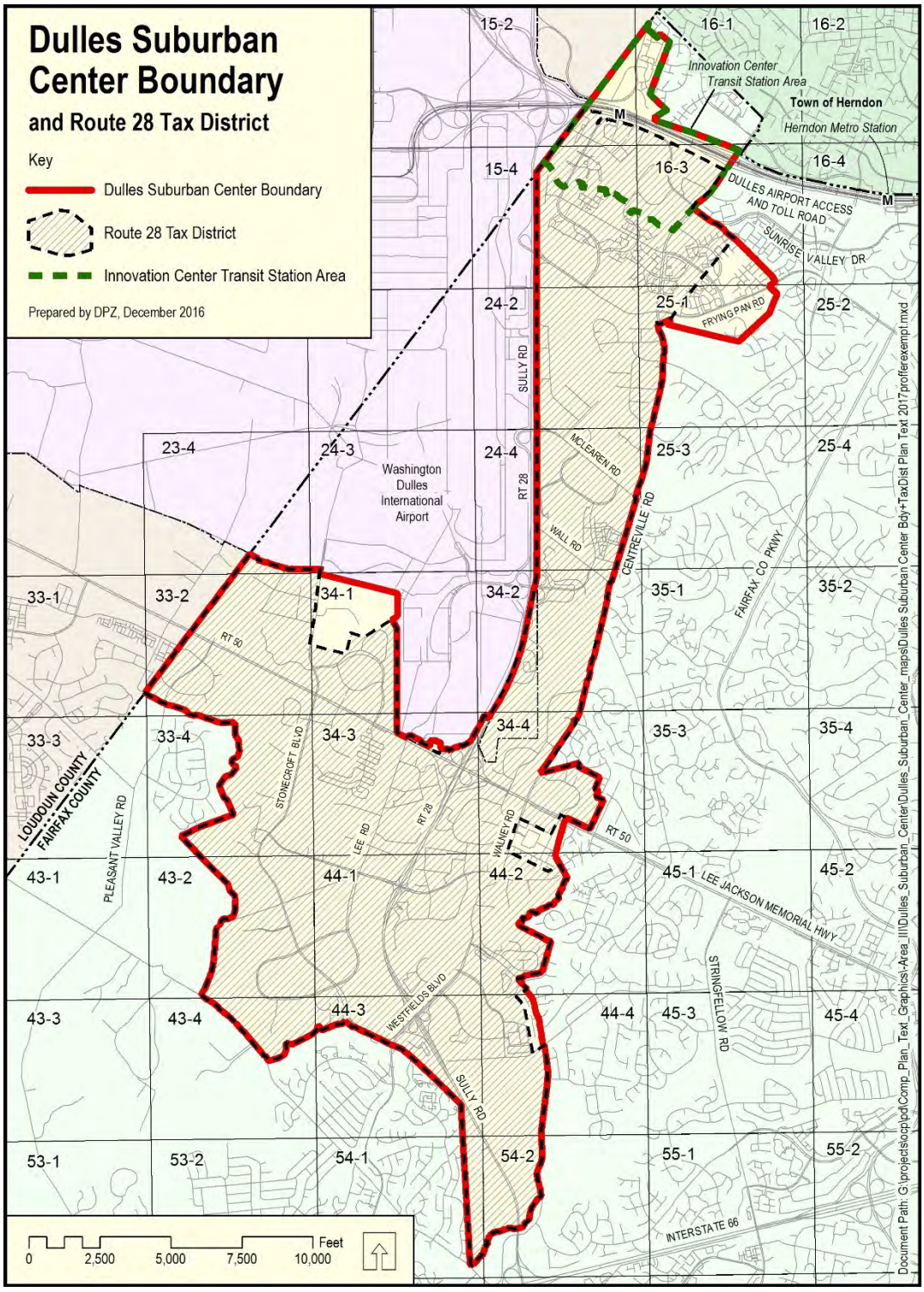
The Dulles Suburban Center is located in western Fairfax County, adjacent to the eastern and southern boundaries of the Washington Dulles International Airport (referred to hereafter as "Dulles Airport"). The Dulles Suburban Center extends from just north of the Dulles Airport Access and Toll Road (DAAR) on the north to I-66 on the south (see Figure 1) and encompasses the future Innovation Center Metrorail station. The Dulles Suburban Center small area boundary includes the Innovation Center Transit Station Area (TSA). The southwestern edge of the Suburban Center is contiguous with Loudoun County. With the exception of a small part of the Reston Transit Station Areas at the northeast corner, the Dulles Suburban Center is bordered to the north, south and east by residential neighborhoods. Major highways traversing the Center north and south are Route 28, Centreville and Walney Roads. Route 50 bisects the area from east to west.

For planning purposes, the Suburban Center has been divided into land units, found on Figure 2. (Note that Plan guidance in the Dulles Suburban Center Overview, Area-Wide, Land Unit, and Design Guidelines does not apply to Land Unit L. Please refer to the section for Land Unit L below as well as area-wide guidance in the Upper Potomac Planning District.)

Route 28 Tax District [*underlined in original text*]

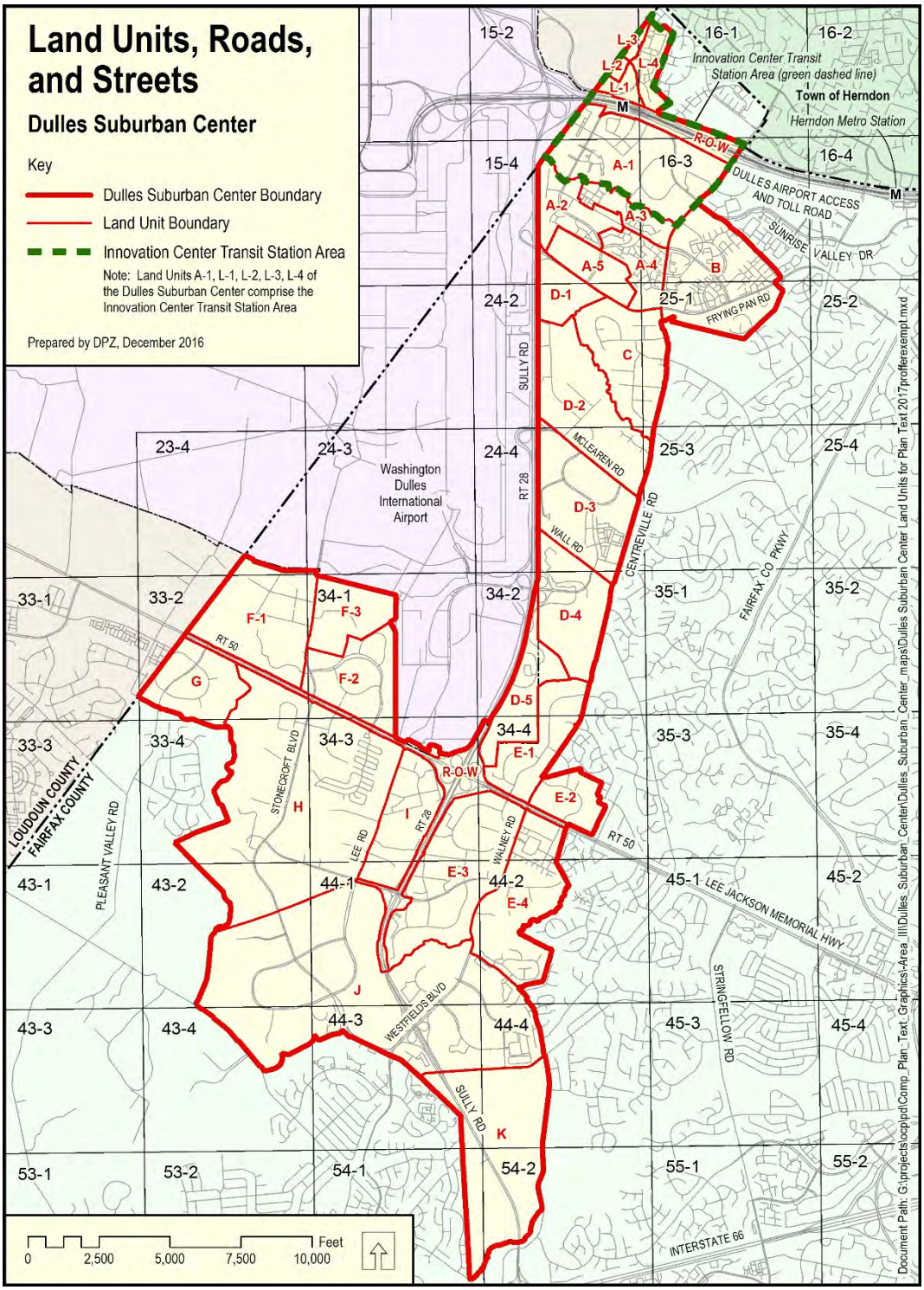
The boundary of the Dulles Suburban Center corresponds closely to that of the Route 28 Tax District; however, the Rockland Village subdivision (discussed later in Land Unit E-4), the Police Training Center (Land Unit F-3), and the eastern part of McNair Farms (Land Unit B), and the Center for Innovative Technology (Land Unit L), all of which are within the Suburban Center, are outside the Tax District. The Tax District was established by Virginia statute in December 1987 for both Fairfax and Loudoun Counties to provide for extensive private sector participation in paying for road improvements needed to serve airport-related economic development. The Tax District was established in response to concern about the large amount of anticipated development in the Route 28 corridor and the inadequacy of public funds to provide for the necessary major road improvements. The identified improvements are to occur in two multi-year phases; the current Tax District legislation provides funds for the first phase of improvements. In Fairfax County, Tax District funds have been used to widen Route 28 from two to six lanes and provide grade-separated interchanges at Route 50 and the DAAR. These improvements do not include widening other roads unless the widening is related to improving an interchange. Neither does the current funding provide for the full implementation of approved Virginia Department of Transportation (VDOT) plans for Route 28 expansion, such as the building of additional grade separated interchanges. Until the year 2005, the zoning district provisions that were in effect prior to December 1989, are in effect in the Route 28 Tax District. If the Tax District legislation is not reenacted to provide for the Phase II transportation improvements or otherwise amended, then the zoning in this area will come under the county's Zoning Ordinance current at the time."

MODIFY
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, amended through 9-20-2016, Dulles Suburban Center Overview, Figure 1, "Dulles Suburban Center", pages 2-3 to show an enlarged Dulles Suburban Center small area boundary that includes the entire Innovation Center TSA:



MODIFY

FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, amended through 9-20-2016, Dulles Suburban Center Overview, Figure 2, "Dulles Suburban Center Land Units", pages 4-5 to show an enlarged Dulles Suburban Center small area boundary and a new land unit (Land Unit L):



MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, amended through 9-20-2016, Overview, page 6:

"Land Use [*underlined in original text*]

The Dulles Suburban Center is approximately 6,340 acres in size (Land Units A-K). Approximately 1,820 acres, or 29 percent of the land, was developed as of January 1992. There are 1,100 acres, 17 percent, in public ownership."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, amended through 9-20-2016, Overview, page 18:

"Performance Based Strategy for Optional Uses [*underlined in original text*]

A performance based strategy for development in the Dulles Suburban Center is set forth below for Land Units A-K. This strategy provides the developer the opportunity for a broader range of uses if it can be clearly demonstrated that the uses will have lesser peak-hour impacts than would be generated if the site were developed at the baseline Plan recommendation and that the uses are compatible with adjacent development and of a high quality that will contribute to the image and economic vitality of the Dulles Suburban Center.

Under this approach, the Plan text for each land unit generally provides for a baseline recommendation and one or more optional uses. For each land unit, the baseline Plan recommendation generally provides for the continuation of existing uses and intensities. In some cases, these may be uses which primarily generate off-peak hour trips and these uses are planned to be retained. Where optional uses are specified, these uses generally generate fewer peak-hour trips, and can be developed compatibly with the surrounding area. Site-specific conditions may also apply to the baseline and optional use recommendations. Under the options, the overall intensity may vary as long as the identified performance criteria for traffic impacts and compatibility and site-specific conditions are met. Once a land use option is exercised through site plan or construction, any future redevelopment should also result in lesser impacts on peak-hour road capacity when compared to the baseline Plan recommendation.

With this strategy, both the county and the landowner benefit through the effective extension of capacity of the planned roadway network and a broader mix of uses creating a more desirable environment. The performance based approach is predicated on the understanding that this approach creates a forum for flexibility, negotiation and mutually beneficial development solutions. Development proposals must demonstrate that the proposed use will contribute to objectives for the Dulles Suburban Center.

The section below describes the elements for trip generation and compatibility which form the basis for the performance criteria. The actual performance criteria are contained in the section of the Plan titled "Performance Criteria for Optional Uses"."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, amended through 9-20-2016, Overview, Implementation, Performance Based Strategy for Optional Uses, Trip Generation Elements, Compatibility Elements, page 20:

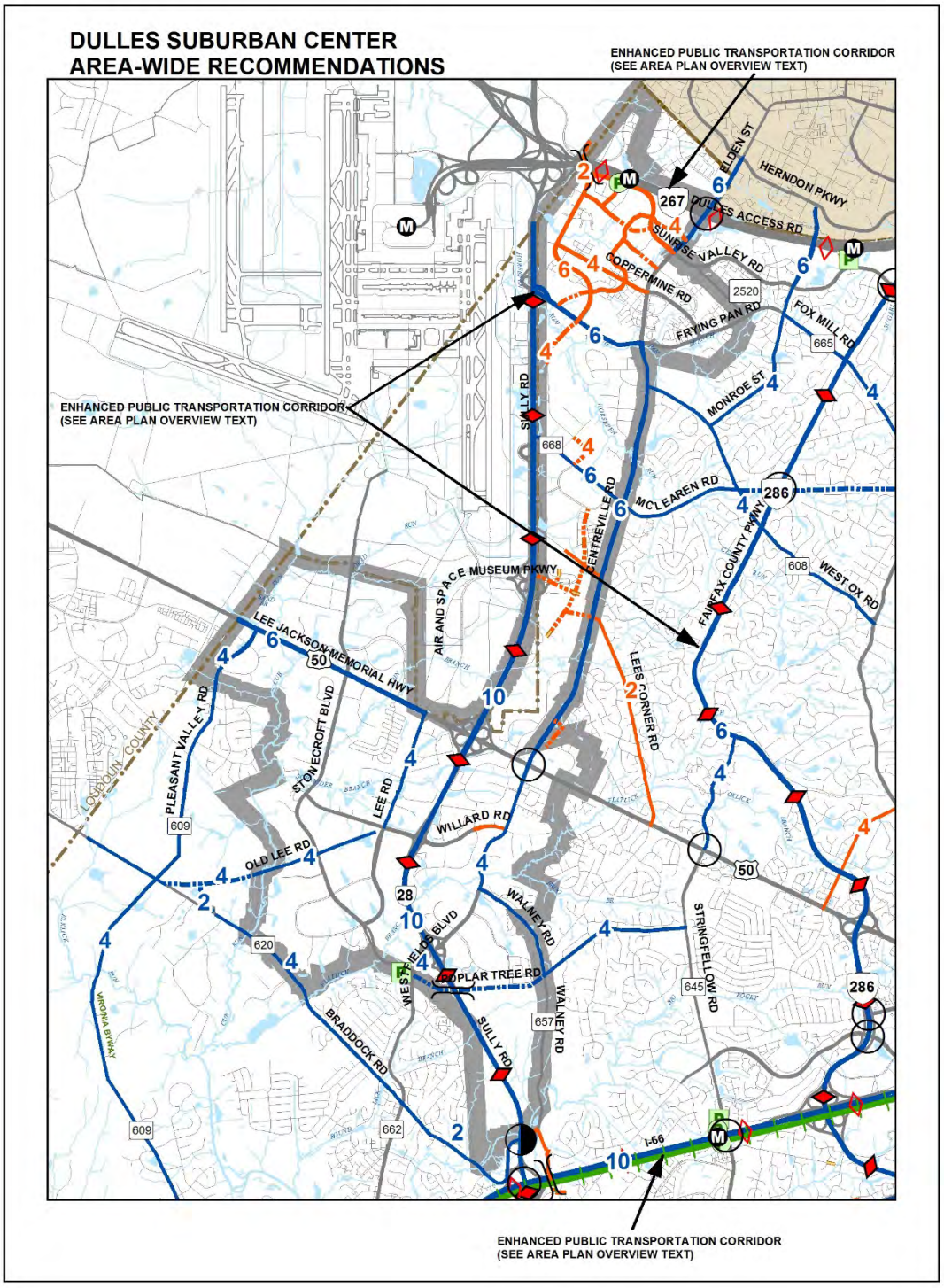
"Design and Landscaping Elements

Frequently in the land unit recommendations the term "high quality" is used to describe the character of development desired for the Dulles Suburban Center. For the purpose of evaluating development proposals in Land Units A-K, the quality of development for both baseline and optional uses will be defined in terms of the proposal's ability to achieve the "Design Guidelines for the Dulles Suburban Center," following the recommendations for Land Unit ~~K~~ L.

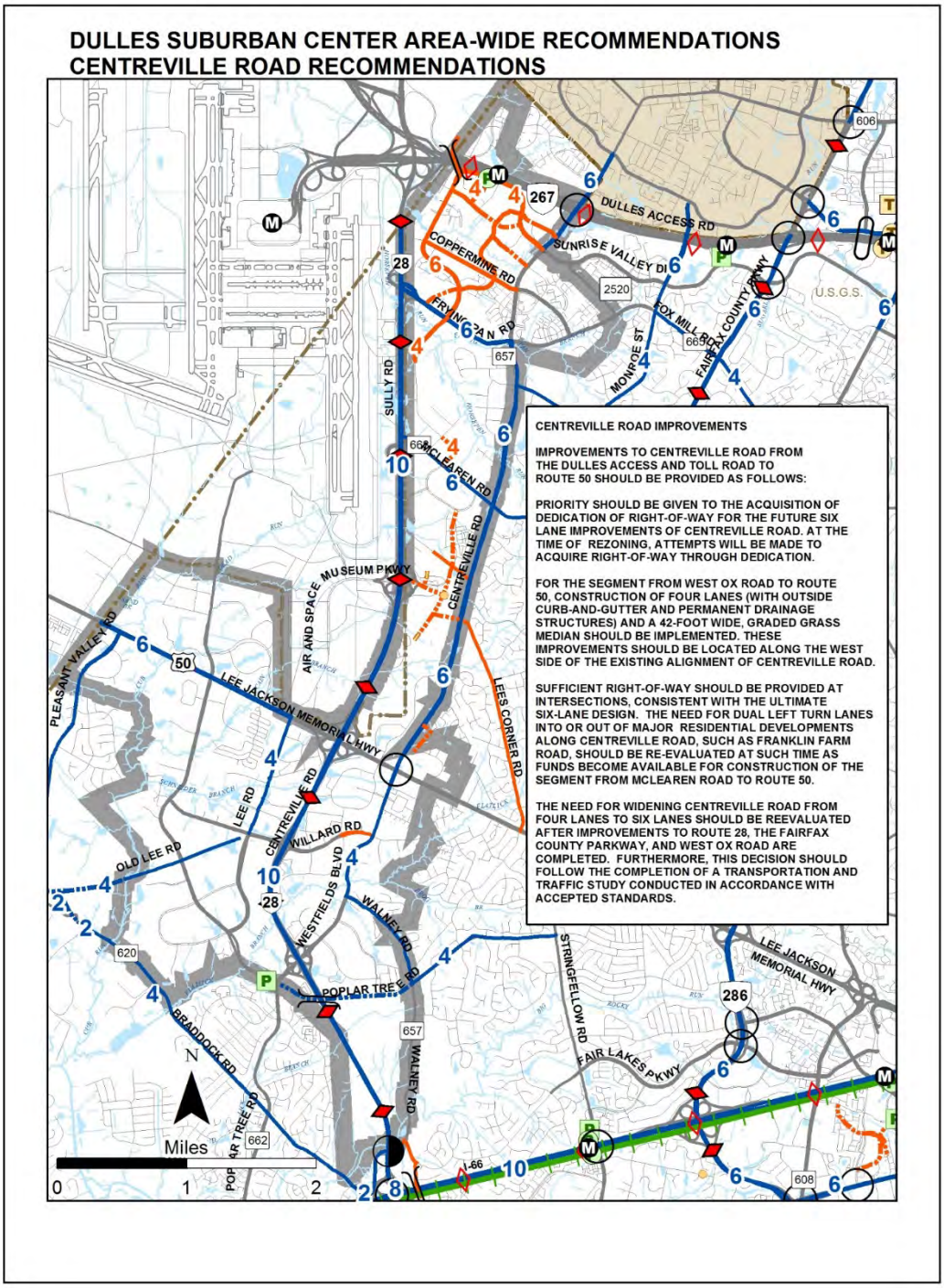
"PERFORMANCE CRITERIA FOR OPTIONAL USES

Within each of the land units A-K of the Dulles Suburban Center, recommended land uses and intensities/densities are specified with a baseline Plan recommendation for development. In some cases, other uses that may be appropriate under certain conditions are also specified. These are called optional uses. Under the options, the overall intensity may generally vary as long as the identified performance criteria for traffic impacts, compatibility and site-specific conditions are met. In those instances where retail use is an option, a maximum intensity is specified to provide guidance as to the scale of retail development that is appropriate. Although not specifically referenced in each land unit, institutional uses and uses allowed by special permit and special exception may be considered as optional uses throughout the Dulles Suburban Center."

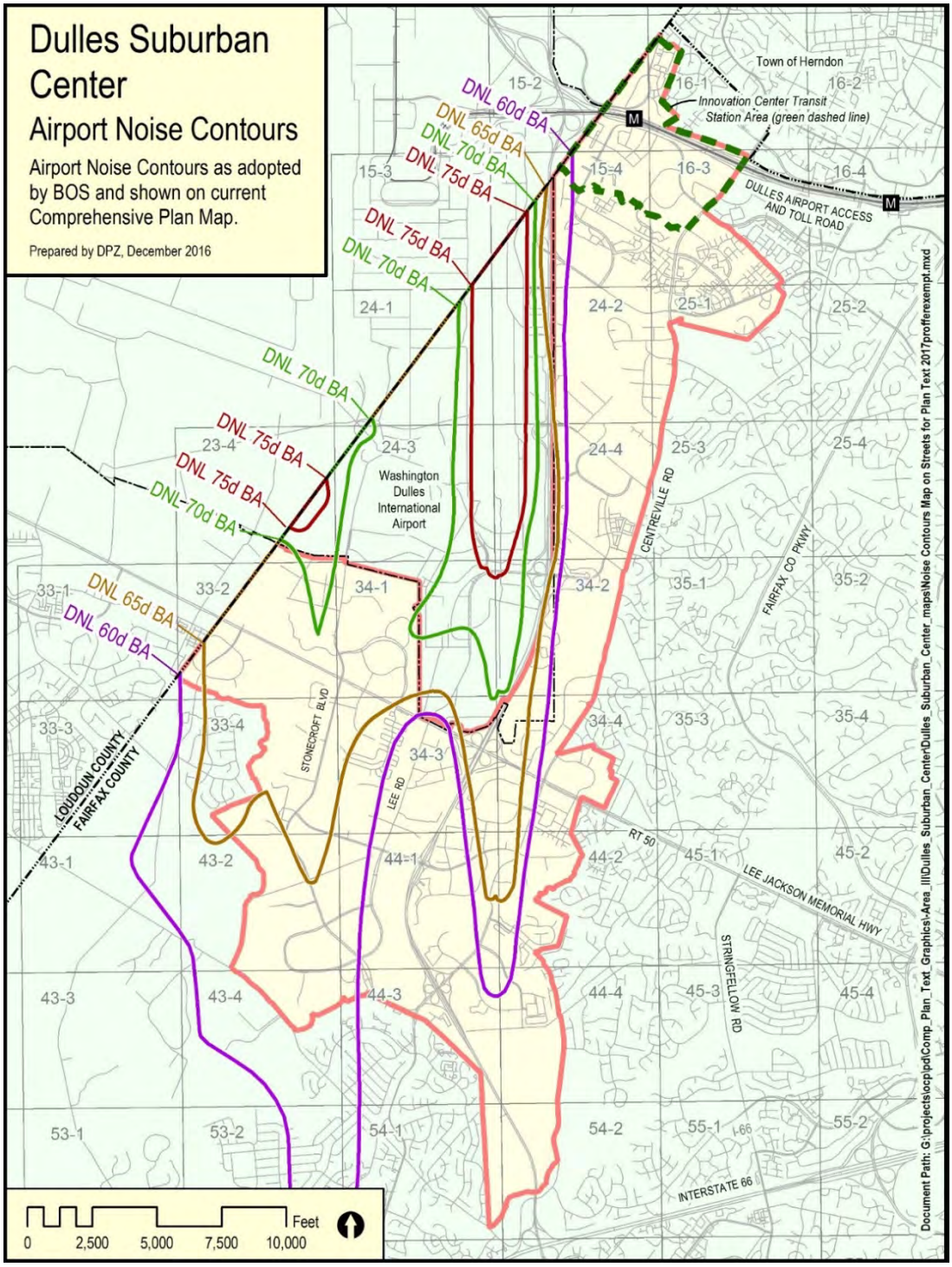
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, amended through 9-20-2016, Dulles Suburban Center Area-Wide Recommendations, Figure 3, "Dulles Suburban Center Area-Wide Recommendations", page 26 to show an enlarged Dulles Suburban Center small area boundary due to the proposed addition of a new land unit (Land Unit L):



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, amended through 9-20-2016, Dulles Suburban Center Area-Wide Recommendations, Figure 4, "Centreville Road Recommendations", page 28 to show an enlarged Dulles Suburban Center small area boundary due to the proposed addition of a new land unit (Land Unit L):



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, amended through 9-20-2016, Dulles Suburban Center Area-Wide Recommendations, Figure 6, "Dulles Airport Noise Impact Area", pages 36-37 to show an enlarged Dulles Suburban Center small area boundary due to the proposed addition of a new land unit (Land Unit L):



MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, amended through 9-20-2016, Dulles Suburban Center Land Unit Recommendations, page 52:

"DULLES SUBURBAN CENTER LAND UNIT RECOMMENDATIONS

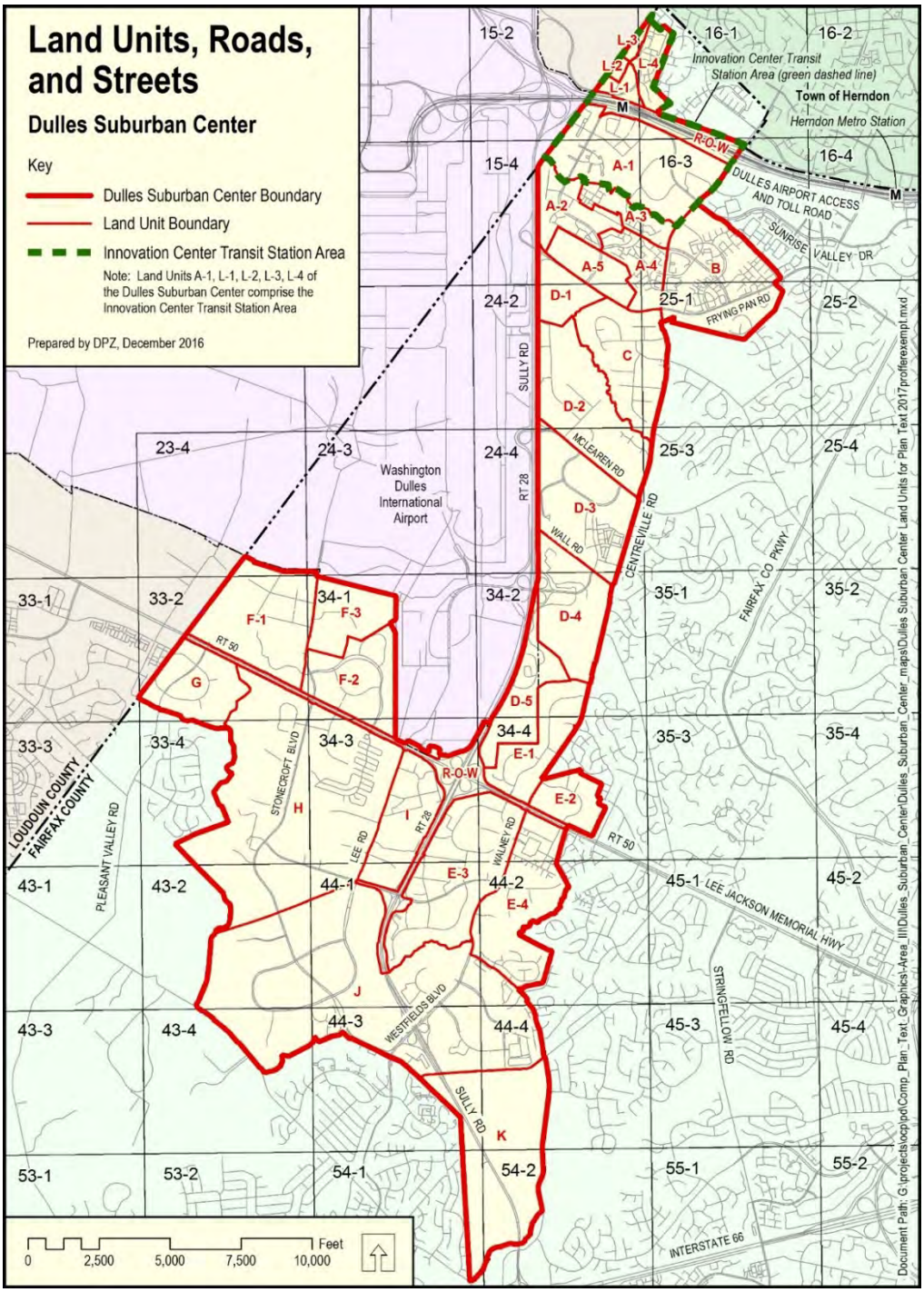
The recommendations which follow provide site-specific guidance for development of the Dulles Suburban Center, over the next 10-20 years and beyond.

In order to fully achieve the vision for the long-term development of the Dulles Suburban Center, implementation mechanisms must be developed to allow for residential development without reducing the tax base of the tax district in the short and long-term; to permit and enhance mixed-use development; and to permit transfer of density within the district without an increase in the overall zoning envelope. Density transfer mechanisms, which could include transfer development rights, concurrent rezonings to affect recommended Plan intensities or other mechanisms not yet identified, are crucial for implementing the envisioned land use pattern of higher intensity nodes of development focused around transit stations and the containment of "suburban sprawl". Exploring options to allow for contributions from residential development in the Tax District or amending the Tax District legislation to do this both in a manner that will not increase the financial burden on other Tax District landowners or the county without their consent, should proceed expeditiously. Development of Zoning Ordinance Amendments to allow for mixed-use development should also proceed. Enabling legislation to allow transfer of development rights should be sought immediately so that this mechanism can be considered as one option, among others, for creating higher intensity nodes of development. Other density transfer mechanisms should also be evaluated for use and enabling legislation sought when needed. This work should proceed to coincide with or follow soon after the completion and adoption of the Enhanced Public Transportation Corridor Study for Route 28 which should identify more specific transit station locations in the Dulles Suburban Center. Since the development of these implementation mechanisms must, of necessity, be a careful and deliberate process, the recommendations that follow do not attempt to outline specific mechanisms or processes.

For the purpose of organizing land use and other site-specific recommendations, the Dulles Suburban Center has been divided into a series of land units. These land units are lettered A through ~~K~~ L and are shown on Figure 11. Individual land unit maps are included with the text for each land unit.

In order to achieve the planning objectives for the Dulles Suburban Center it is necessary that new development and redevelopment be responsive to general criteria and site-specific conditions which focus on mitigating potential impacts. Development proposals at the baseline or optional levels must be responsive to the following development criteria, which apply to all sites for Land Units A through K in the Dulles Suburban Center:"

MODIFY
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, amended through 9-20-2016, Dulles Suburban Center Land Unit Recommendations, Figure 11, "Dulles Suburban Center Land Units", pages 54-55 to show an enlarged Dulles Suburban Center small area boundary and a new land unit (Land Unit L):



MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, amended through 9-20-2016, Dulles Suburban Center Land Unit Recommendations, page 56:

"LAND UNIT A

CHARACTER

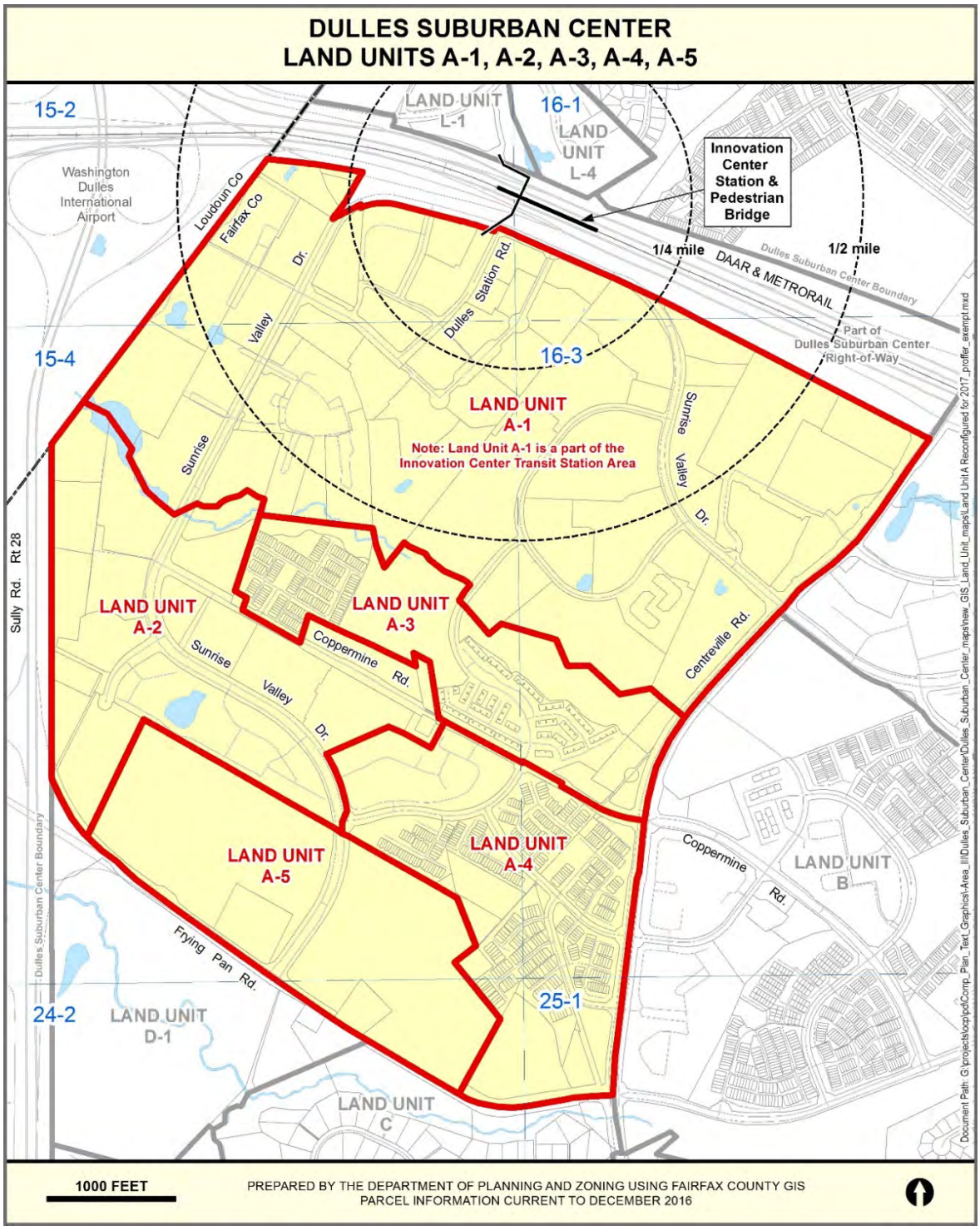
Land Unit A consists of approximately 645 acres located south of the Innovation Center Metrorail station as shown on Figure 12. It is bounded on the north by the Dulles Airport Access Road and Toll Road (DAAR, Route 267), on the east by Centreville Road, on the south by Frying Pan Road, and on the west by Route 28, Washington Dulles International Airport and the Loudoun County boundary. The majority of the land unit is located in the Route 28 Highway Transportation Improvements and Phase 2 Dulles Rail Transportation Improvements Tax Districts. Figure 12 illustrates the relationship of Land Unit A with the planned Innovation Center Station platform, including ¼ and ½ mile distances from the station platform.

Existing development includes a mix of office, multi-family and townhouse residential, hotel and retail uses. Institutional uses include several churches and the Lutie Lewis Coates Elementary School. There remain areas of vacant land, some of which are located near the Metrorail station and over 75 acres located along Frying Pan Road. The Merrybrook Run Stream Valley traverses the land unit and is a natural open space and park amenity for the area.

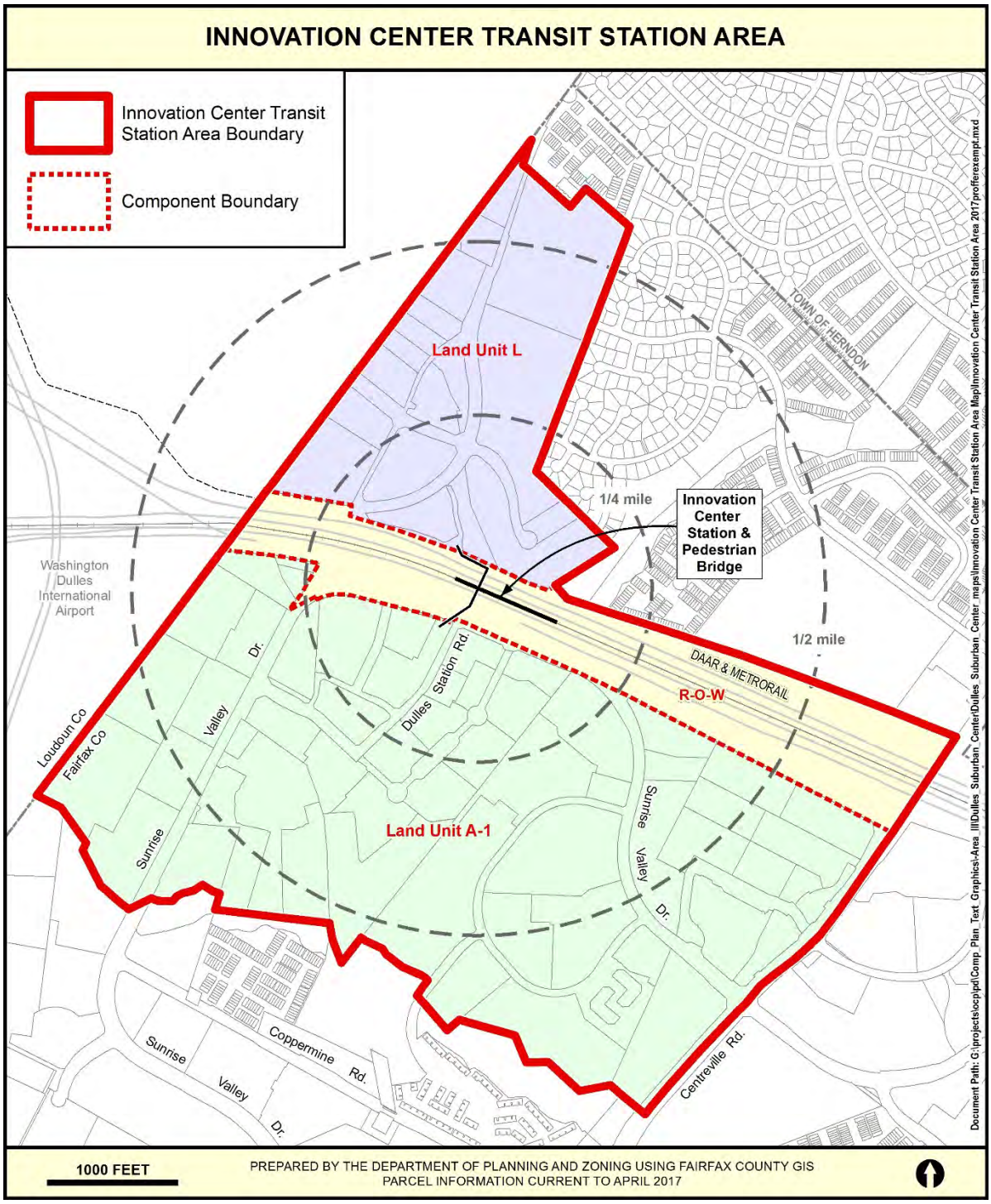
RECOMMENDATIONS

Consistent with the Concept for Future Development and County Transit Oriented Development policies, Land Unit A and Land Unit L ~~encompasses~~ encompass the highest planned intensities in the Dulles Suburban Center. The land unit recommendations are organized by the land units as shown in Figure 12. Within each land unit, the Plan provides recommendations for planned use and intensity. Land Unit A-1 is the area north of the Merrybrook Run Stream Valley and is the southern portion of the Innovation Center Transit Station Area (TSA), shown in Figure 13, where a mix of uses in an urban form is encouraged within walking distance from the station. South of the Merrybrook Run Stream Valley (Land Units A-2, A-3, and A-4) is an area generally planned for a mix of uses at lower intensity levels. Land Unit A-5 is located north of Frying Pan Road and is planned for a mix of uses."

MODIFY
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, amended through 9-20-2016, Dulles Suburban Center Land Unit Recommendations, Figure 12, "Dulles Suburban Center Land Units A-1, A-2, A-3, A-4, A-5", page 57 to show a new land unit (Land Unit L):



MODIFY
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, amended through 9-20-2016, Dulles Suburban Center Land Unit Recommendations, Figure 13, "Innovation Center Transit Station Area", page 58 to label the land units:



ADD/
RELOCATE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, amended through 9-20-2016, Dulles Suburban Center Land Unit Recommendations, a new land unit, Land Unit L, page 151.

Note: This text is being relocated from Area III, Upper Potomac Planning District section, Innovation Center TSA sub-section. No substantive changes are proposed. However, in order for the text to be compatible with the Dulles Suburban Center, sub-units within the new Land Unit L have been re-numbered. Only the text that has been modified is shown with ~~strikethrough~~ and underlined text.

"LAND UNIT L

~~5.~~ ~~This area~~ The Innovation Center Transit Station Area (TSA) is located east of the Loudoun County boundary, north and south of the Dulles Airport Access Road (DAAR), west of the Reflection Lake community and south of the Town of Herndon (see Figure ~~21~~ 13). The northern portion of the TSA is located in Land Unit L (see figure 41), while the southern portion is located in Land Unit A-1. A portion of the area is planned for transit oriented development (TOD) focused on the planned Innovation Center Metrorail Station. Land use options in support of TOD follow the baseline recommendations.

Note that other 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.

Baseline Recommendations for Land Units ~~A, B and C~~ L-1, L-2 and L-3

Land Unit ~~A~~ L-1 is developed as the Center for Innovative Technology, a state-supported research and development consortium of state universities and colleges. Land Unit ~~A~~ L-1 at the baseline is planned for this existing institutional use.

Land Units ~~B and C~~ L-2 and L-3 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~~ L-2 (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~~ L-2. Community-serving retail use incorporated on the ground level of buildings is desirable and appropriate.

Land Unit ~~C~~ L-3 (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~~ L-2 and L-3 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 facilities analyses, including fire, police, schools, recreation, and transportation are 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 visually compatible with the residentially developed area of Land Unit ~~D~~ L-4. Finally, active recreation areas for employees and residents should be provided.

Rail Transit Option for Land Units ~~A, B and C~~ L-1, L-2 and L-3

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 Innovation Center Transit Station Area (TSA) includes Land units ~~A, B and C~~ L-1, L-2 and L-3. The TSA is planned for a mixture of interrelated residential and nonresidential 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 multifamily 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 Innovation Center 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 Sully Road.

Within the Innovation Center 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 within ¼ mile of the planned Innovation Center 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 are 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 TSA 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 ~~24~~ 23 through ~~27~~ 26 in the Upper Potomac Planning District section of the Comprehensive Plan..
- Provide open space for active recreation (including athletic fields), 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 [*underline in original text*]

The vision of the Innovation Center 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 (including bus), 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 TSA 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 essential. 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 hardscape elements and natural landscapes.

Creating high-quality, built environments that result in a uniquely identifiable place is strongly encouraged. With respect to the CIT building, harmonious architectural and other design features to celebrate this iconic structure are encouraged throughout the TSA.

Buildings [*underline in original text*]
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 for high-rise buildings.

Urban Parks and Open Space [*underline in original text*]
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 and 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 [*underline in original text*]
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 and bicycle 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 [*underline in original text*]
Parking should be consolidated into structures and integrated into the streetscape. Except for on-street parking, surface parking should be avoided other than as allowed and needed on an interim basis to support occurring development.

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 features such as architectural elements or trees and other landscaping 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 [*underline in original text*]
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 details such as the model, size, and finish of the street furniture. Bicycle features should be covered 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 essential 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 [*underline in original text*]
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.

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.

- Cooperating with other jurisdictions to identify and implement a coherent pattern or grid of “walkable” streets and safe, attractive bicycle facilities throughout the areas.

- Phasing transportation infrastructure, including a grid pattern of streets in the TSA 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 system.

Transportation solutions for the area are based on the timely provision of transit (including bus), pedestrian and bicycle ways, road improvements and TDM measures. 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:

Innovation Center Station Access [*underline in original text*]
Direct pedestrian access from the Innovation Center Station to any proposed development is encouraged. If public facilities (fire, police, recreation) are constructed on parcel 16-1((1))11B, then separate direct pedestrian and bicycle access to them is also encouraged.

Planned Roadway Improvements [*underline in original text*]
The planned roadway improvements in and around the Innovation Center Transit Station Area must be phased as needed to support development. Within the Innovation Center Transit Station Area, it is critical to provide a grid system of streets that achieves internal connectivity and, if feasible, links to areas beyond.

Roadways in this area are congested and, in some cases, under severe strain. Increased vehicle trips to and from the TSA will compound traffic congestion within the 1/2 mile ring radius and, potentially, on vicinity roadways in Western Fairfax County and the Town of Herndon. At least four cumulative lanes will be needed from the station area north to Route 606 and at least six cumulative lanes will be needed west toward the Route 28/Innovation Avenue interchange to accommodate vehicle traffic attributable to the TSA.

As addressed under the Phasing and Monitoring section, these improvements are essential to ensure continued functioning of road networks in the TSA. Studies should be performed to identify the breadth of impact on vicinity roads.

Road improvements required to mitigate traffic impact on transportation facilities will extend beyond the Fairfax County Border. These improvements will be necessary to support each phase of development. To construct these roads will require multi-jurisdictional cooperation, and authorization as well as VDOT approval. 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) –Four cumulative lanes are needed from the transit station area north to Route 606. They will serve as a major entrance to the area. A new four lane road should be constructed to the west of the existing Rock Hill Road. In addition, existing Rock Hill Road should be improved to a standard two-lane local access road. In its current alignment, Rock Hill Road should not serve as a primary access road to the TSA. The new four lanes to the west of Rock Hill Road should be the primary north-south access to the Innovation Center Transit Station Area.

  If only two lanes can be constructed at this western access point, improved Rock Hill Road could serve as a second two lane north-south access to the transit station area.

  It is the intent of this Plan that the existing Rock Hill Road should not be improved to four lanes. However, in the event that Loudoun County does not authorize other

alternatives for north south access and these alternatives are determined to be infeasible, then as a last resort, existing Rock Hill Road could be improved to four lanes as a north-south access. This last alternative should only be considered provided that the neighborhood character of the existing communities along Rock Hill Road is protected. All manner of providing new access lanes to the west of Rock Hill Road should be pursued to avoid this alternative.

- East-West Road(s) – This road(s) will serve as a primary route for traffic arriving from and going to Sully Road. 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.

- Grid of Streets – A grid of streets should be implemented in the area that connects future and existing development in Fairfax County and if feasible, to adjacent future development in Loudoun County. The grid should create multiple points of access to Innovation Avenue to lead traffic to the west to Sully Road or north along the new north-south road(s) to Route 606. A hierarchy of streets should be delineated to lead traffic exiting and entering the transit station area to higher capacity roads intended to handle the traffic. To the extent that Innovation Avenue establishes a grid of streets across the County line, the road should be realigned.

- East-West Connector Parallel Road to the Dulles Toll Road – A road within the existing Dulles Toll Road right-of-way that would connect Centreville Road to the transit station area should be studied for feasibility and implementation. If the road cannot be accommodated within the existing Dulles Toll Road right-of-way, other connections could be examined that would also contain other modes of transportation. Regardless, multi-modal connections should be implemented from the developments to the east of the transit station area and the Centreville Road/ Elden Street corridor to the TOD area.

- North-South Connector Bridge – Land for right-of-way should be reserved and contributions for construction should be apportioned until a new alignment is adopted. The right-of-way that is reserved north of the Dulles Toll Road should be to the west and outside the core TOD area and could cross the county line. The bridge should be coordinated with adjacent development areas so that all multi-modal connections are maintained within the TOD. Other transportation improvements should be re-evaluated if this bridge is implemented as it may impact transportation studies.

Traffic Level of Service [*underline in original text*]
Applicants requesting consideration of the rail-oriented options, which allow the highest intensities of the optional recommendations, shall 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 of service 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 [*underline in original text*]
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 [*underline in original text*]
Transit, pedestrian, and bicycle connectivity improvements are major elements of the transportation guidance supporting this Plan option. Transportation modes, other than single-occupancy vehicles, are preferred to support the increased density and mix of uses at the optional level of development. 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) [*underline in original text*]
The establishment of a Transportation Demand Management (TDM) program to encourage the use of transit (including bus), and non single occupancy vehicle transportation, will be needed. This program should utilize a variety of measures (see below) to achieve essential reductions in automobile trips to the TSA. TDM measure originating from commitments at rezoning will be components of the overall TDM program for this TDA. TDM recommendations adopted by the interjurisdictional program will be given favorable consideration as possible components.

The goal of the TDM program will be to achieve specified trip reduction targets attached to various phases of 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 enhance, 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 set of measures that could be implemented including alternative transportation services, support facilities and/or programs, and pricing measures. It should include enforcement, evaluation and penalty provisions in the event trip reduction thresholds are not achieved.

Transit ridership, in combinations with the TDM program should result in specified trip reduction levels identified for phases of development. The following minimum levels of trip reductions should be achieved:

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

- Beyond ½ mile – to be determined with a TDM study

These reductions should occur in the peak hour at site build out, with lower levels of trip reduction expected in the interim phases of development. In addition to the goal of achieving the minimum trip reductions stated above, a TDM study and a parking study should be done at the time of rezoning. The intent of the parking study is to determine if parking reductions can be applied to help achieve the overall TDM trip reduction goal.

Further, the county should review parking requirements of the Zoning Ordinance to consider the full range of parking management strategies and other TDM strategies. The implementation of a successful comprehensive interjurisdictional TDM program will require cooperation so that property owners in the greater RT28/CIT area also participate, not just those within the transit station area. Precautions should be taken to ensure that inappropriate use of residential parking areas, including neighborhood street parking, in the adjacent areas does not occur. An interjurisdictional program may include paid parking, transit subsidies, ridesharing matching services, preferential treatment of carpool/vanpools, shuttle bus services to nearby transit stations, guaranteed ride home programs, marketing of commuter assistance programs, and other related measures designed to lessen use of single-occupant vehicles and boost HOV usage during peak commuting periods. A fuller list of TDM measures that could be considered are shown next.

EXAMPLES OF TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Individual Employer TDM Measures
Alternative Transportation Services
- Shuttle Bus(es)
- Company Vanpools
- Telecommuting

Support Facilities/Programs
- On-Site Transportation Coordinator
- Employer Ridematching Services
- Preferred HOV Parking Locations
- Flexible Work Hours
- Guaranteed Ride Home Program

Pricing Programs
- Parking Management/Pricing Programs
- Subsidies for Use of HOV Modes

Implementation
- CEO and Board of Directors Commitment
- Proffers/Negotiated Agreements
- Participation in Transportation Management Association

Areawide TDM Measures
Alternative Transportation Options/Services
- Expand Transit Services (peak hours)
- Expand Transit Services (off peak & midday)
- Carpools

- Vanpools
- Shuttle Bus(es)

Support Facilities/Programs
- Transit Center
- Park & Ride Lots
- HOV Lanes
- Preferred Parking Locations
- Multi-Employer Ridematching Services
- Guaranteed Ride Home Program

Mixed-Use Development
- Mixed-use developments to include residential, commercial, support retail, hotel and institutional uses
- Development design should maximize pedestrian convenience and accessibility to on-site services

Pricing Programs
- Road/Congestion Pricing Programs
- Parking Management/Pricing Programs
- Transportation Allowances

Implementation
- Employer Trip Reduction Ordinance
- Parking Management Ordinance
- Site Design Controls
- Proffers/Negotiated Agreements
- TMA Coordination

Phasing and Monitoring [*underline in original text*]
As stated in the Transportation Strategy section, "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." Although phasing of the ultimate development should be flexible, 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. In addition to establishing a grid of local streets, major road improvements should be phased to mitigate the impacts of each level of development

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, bus, 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 in Fairfax County, Loudoun County or the Town of Herndon may be required based on the findings of the development's traffic study. These improvements may be in addition to the transportation improvements currently cited in the adopted county transportation plans for Loudoun County, Town of Herndon or Fairfax County.

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 in cooperation with Loudoun County and the Town of Herndon.

If it is determined by the county during interim review that adverse impacts have not or cannot be successfully mitigated, the amount of development should be reduced to a level that can be adequately supported by transportation infrastructure. Should development phases be delayed or halted because the impacts have not been mitigated based on the TDM program targets, the developer will be responsible for providing other necessary transportation improvements. Failing that, appropriate contributions to a fund for eventual mitigation may be requested. The total level of development may be restored upon demonstrating that adequate infrastructure capacity is available.

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. Provision should be made to notify future residents of the area that they may be impacted by quarry operations. 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.

Stormwater Design
Environmentally-friendly stormwater design should be an integral design principle that should be part of the conceptual stage of site development for all projects, recognizing that stormwater management measures may be phased with development. The stormwater design should first seek to minimize the effect of impervious cover, followed by the application of stormwater reuse, retention, detention, extended filtration and, where soils and infrastructure allow, infiltration to improve downstream waters. Coordination of stormwater management controls among multiple development sites may also be effective in achieving stormwater management goals in an efficient manner.

Stormwater management and water quality controls for development and redevelopment should be designed to return water into the ground where soils are suitable or reuse it, where allowed, to the extent practicable. Reduction of stormwater runoff volume is an important

stormwater design objective. Reduction could occur through techniques that use plants and soils via landscaping measures, through techniques that reuse harvested rainwater in a variety of ways, and/or through approaches that infiltrate water into the ground to replenish aquifers and provide summer base flows to local streams, where soils and infrastructure allow.

The following are recommended for all new development and redevelopment:

- Stormwater quantity and quality control measures should be optimized with the goal of reducing the total runoff volume and/or significantly delaying its entry into the stream system. The emphasis should be on Low Impact Development (LID) techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it.

- LID techniques of stormwater management should also be incorporated into new and redesigned streets, as well as parking lots, where allowed and practicable.

- At a minimum, stormwater management measures should be provided that are sufficient to attain both the stormwater design-quantity control and

- Stormwater design-quality control credits[1] of the most current version of the LEED-NC or LEED-CS rating system (or the equivalent of these credits should be provided). If, on a given site, the attainment of the stormwater design LEED credits (or equivalent) is demonstrated to not be achievable, all available measures should be implemented to the extent possible in support of this goal.

Green Buildings

All new buildings should receive green building certification under an established rating system such as the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program. The green building rating system used should be based on individual building certification, such as LEED-NC (New Construction) or LEED-CS (Core and Shell). LEED Silver certification, or the equivalent, is the minimum expectation for nonresidential development. Residential development should be guided by the Policy Plan

1. These credits, as set forth in LEED 2009 for New Construction and Major Renovations, are as follows:

SS Credit 6.1: Stormwater Design-Quantity Control:

- For sites that have greater than 50% impervious cover in the existing condition, the total volume of runoff released from the site in the post-developed condition for the 2-year, 24-hour storm should be at least 25% less than the total volume of runoff released in the existing condition for the same storm. Furthermore, the peak runoff rate for the 2-year, 24-hour storm in the post-developed condition should be at least 25% less than the existing condition peak runoff rate for the same storm.
- For sites that have 50% or less impervious cover in the existing condition, the total volume of runoff released as well as the peak release rate for the 1- and 2-year, 24-hour storm in the post-developed condition should be equal to or less than the total runoff volume and peak release rate in the existing condition for the same storm. Alternately, a stormwater management plan that protects receiving stream channels from excessive erosion, including stream channel protection and quantity control strategies, may be pursued.

SS Credit 6.2: Stormwater Design-Quality Control:

- Stormwater runoff associated with the development should be controlled such that the first one (1) inch of rainfall is reused, infiltrated or treated in a manner through which 80% of the average annual post-development total suspended solids (TSS) are removed.

- Equivalent approaches may incorporate coordinated stormwater management on multiple development sites and/or off-site controls. Additional stormwater management efforts should be encouraged.

objectives on Resource Conservation and Green Building Practices.

Affordable Housing and 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 percent of new units as affordable housing. The residential components should accommodate a variety of age groups, interests, and needs. The units should be accessible for those without cars, meet ADA requirements, and accommodate universal design.

Parks and Recreation
A more compact, urban style of development is planned within ½ mile of the planned Innovation Center Station. As such, the urban parkland service level standards adopted by the Fairfax County Park Authority Board apply a service level standard of 1.5 acres of land per 1,000 new residents and 1 acre per 10,000 employees. The maximum level of redevelopment will generate the need for approximately 6 acres of publicly accessible urban parkland which should be integrated with development on this site.

Urban parks within the Transit Station area support the goals of creating a critical mass of pedestrian activity centered around the planned Metro station. Urban park facilities such as pocket parks could include gathering areas, outdoor cafes, fountains or other focal points of interest and small performance spaces. The inclusion of other urban parks, such as off-leash dog areas, community garden plots, water features, tot lots, fitness courses and trails and plazas would allow a greater range of recreational facilities and amenities. Urban park sites should be publicly accessible and within walkable distance of most residential and mixed use areas.

The Upper Potomac Planning District is highly deficient in active recreation facilities, especially athletic fields. Little public parkland is available to support active recreation facility development. To offset the impacts of development on park and recreation service levels, land development projects should contribute land, facilities and/or funds to provide active recreation facilities, preferably on-site or near the development.

The area includes large sections of RPA and other natural resources, whose preservation and protection are Fairfax County goals. Dedication of these areas to the Fairfax County Park Authority or other conservation entity as part of a zoning action would address the goals of preserving environmentally valuable land and providing open space amenities.

Information and Communications Technology (ICT)
The Innovation Center TSA should include ICT infrastructure. Strategies and programs should be developed to ensure that all residential, commercial and public use structures in the TSA are designed and equipped to enable such information and communications networking.

Land Use
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: 16-20 dwelling units per acre, at an overall intensity of approximately .50 FAR.

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 nonresidential (retail commercial, office, institutional) uses. Projects that include areas of different intensity recommendations should have an overall intensity that is based on the proportion of land area associated with each intensity recommendation. The resulting development pattern should generally conform to the goal of locating the highest intensities closest to transit. Proposed intensities should be consistent with the urban scale and character that is envisioned for the area.

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 provided that the resulting development demonstrates 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.

<u>Ring 1: Within ¼ mile: Mixed residential and nonresidential uses at an intensity up to up to 2.8 FAR</u> [*underline in original text*]
The Center for Innovative Technology, a state-supported research and development consortium of state universities and colleges, constitutes this area. The mixed-use recommendations that follow seek to establish parameters for future development by suggesting a minimum, a maximum, or a range of percentages for residential and nonresidential uses. These percentages are meant to be guides and they may need to be adjusted on a case by case basis in order to further other planning objectives. For example, a mixed-use project that contains an institutional use recommended in the Plan may not be able to achieve the minimum percentage of office use or may exceed the maximum for nonresidential use. 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 facilities analyses, including fire, police, schools, recreation, and transportation are 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 percent but no more than 45 percent 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 nonresidential component of the area within the ring should include office, hotel, and support retail uses. The current institutional use (CIT) is planned to remain and serves as a focal point for future development. The office component, which may include space for research and development activities should be at least 40 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 be at least 2 percent, but not exceed 5 percent 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 percent but not exceed 15 percent of the total gross floor area.

- Consistent with the Transportation recommendations for the Rail Option, vehicular access is 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 nonresidential uses at an intensity up to 1.6 FAR [*underline in original text*]

Ring 3: Beyond ½ mile: Residential use at 16-20 dwelling units per acre, at an overall intensity up to .50 FAR [*underline in original text*]
The proposed development in Ring 2 and Ring 3 should be oriented toward the transit station area. 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 mixed-use recommendations that follow seek to establish parameters for future development by suggesting a minimum, a maximum, or a range of percentages for residential and nonresidential uses. These percentages are meant to be guides and they may need to be adjusted on a case by case basis in order to further other planning objectives. For example, a mixed-use project that contains an institutional use recommended in the Plan may not be able to achieve the minimum percentage of office use or may exceed the maximum for nonresidential use. Development under these options is subject to the following conditions:

- 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 nonresidential component of the area within the ring 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.

- Consistent with the Transportation recommendations for the Rail Options, vehicular access is 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 facilities analyses, including fire, police, schools, recreation, and transportation are 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.

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

The portion of the Dulles Transition Area located east of Rock Hill Road, Land Unit ~~D~~ 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 ~~D~~ L-4 [*underline in original text*]

Land Unit ~~D~~ 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 ~~D~~ 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 ~~D~~ 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 ~~D~~ 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 26. 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.

- 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

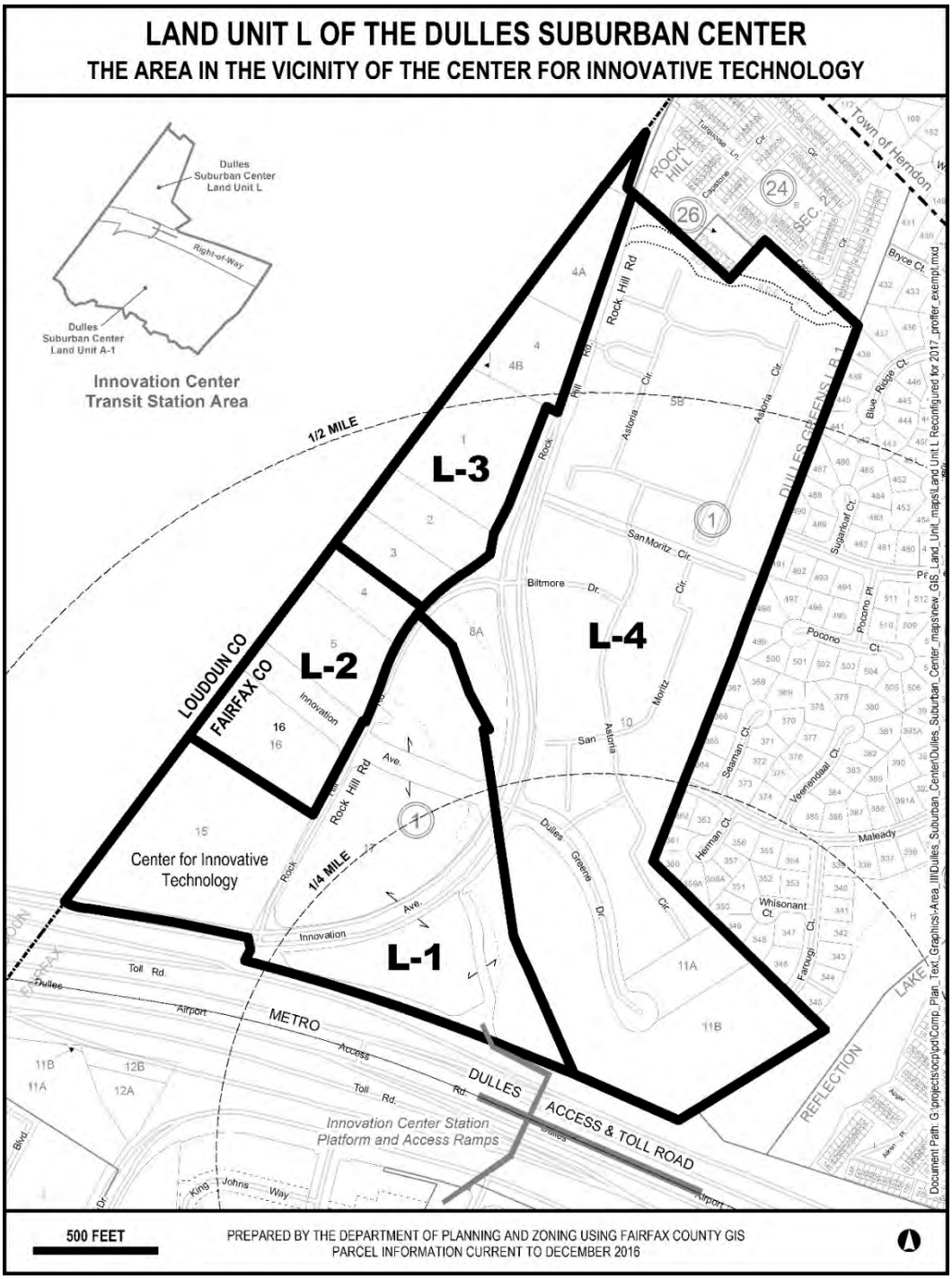
or residential buildings, should not exceed 15% of the total gross floor area. Hotel uses are encouraged.

- 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."

ADD FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, amended through 9-20-2016, Dulles Suburban Center Land Unit Recommendations, a new figure for Land Unit L, Figure 41, "Land Unit L Location and Comprehensive Plan Map Designation", page 151, after the new, introductory paragraph for Land Unit L:

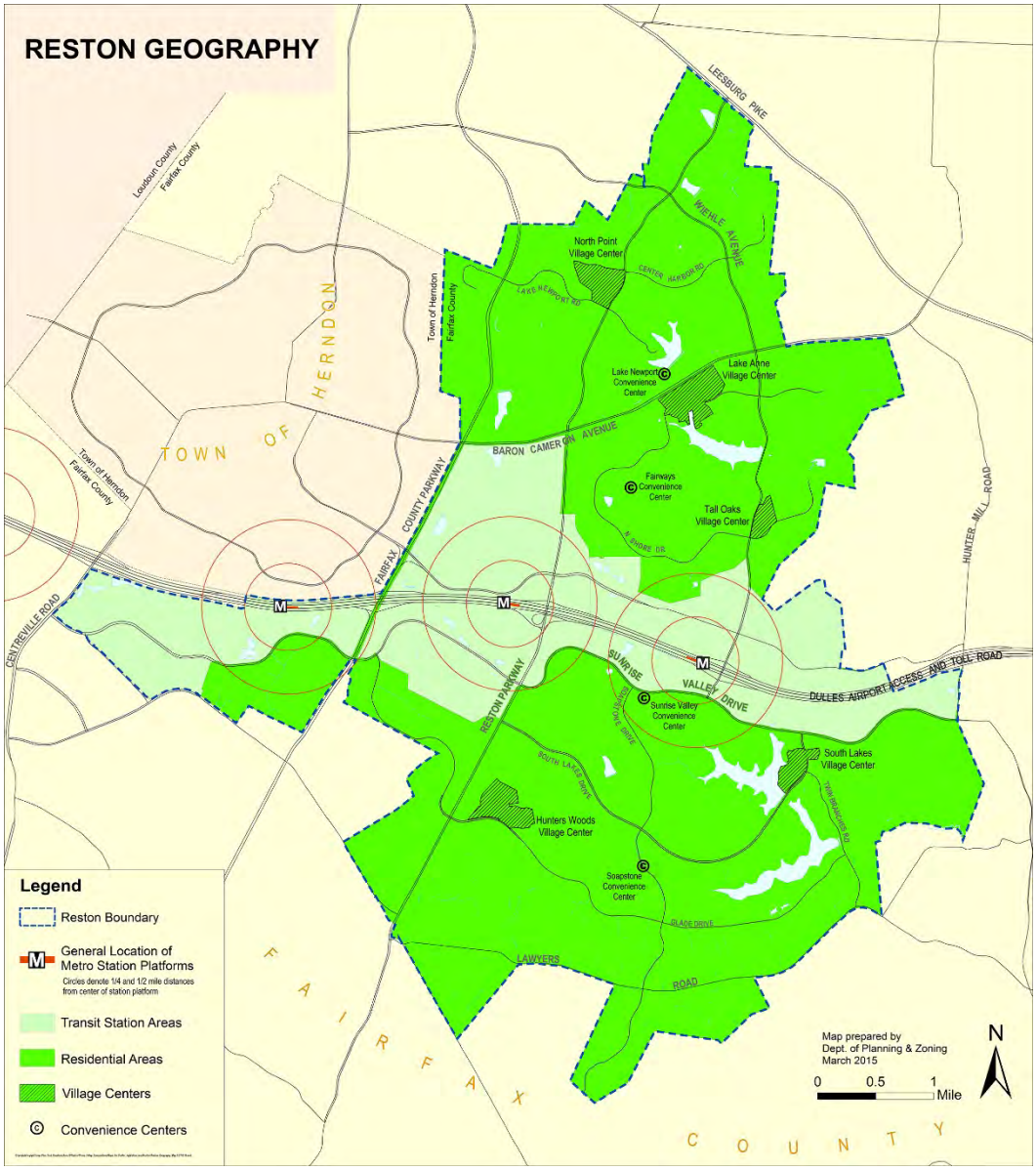


MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, amended through 9-20-2016, Design Guidelines for Suburban Center, page 151:

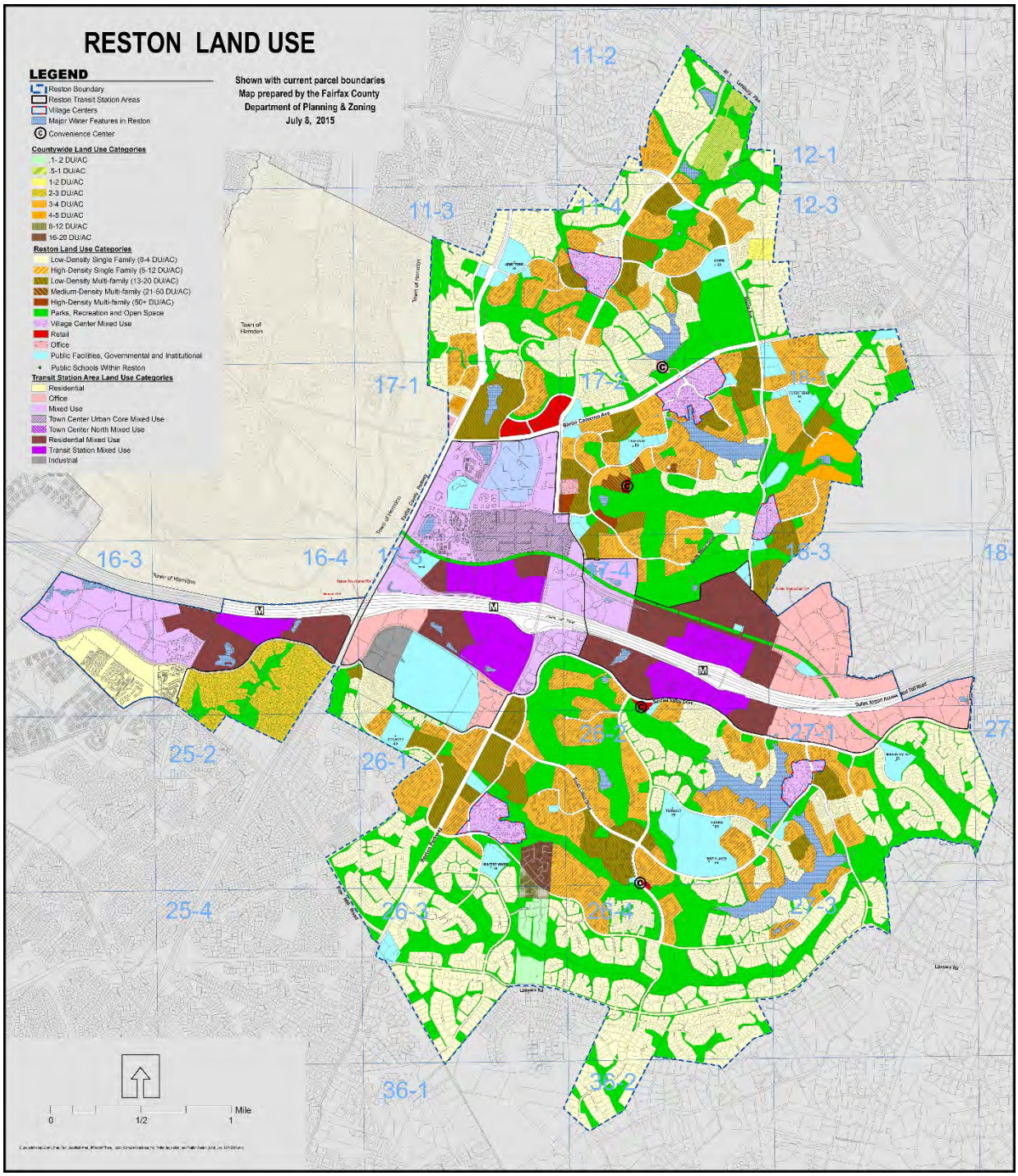
"I. DESIGN GUIDELINES FOR DULLES SUBURBAN CENTER (Land Units A through K)

Objective: The design guidelines are intended to facilitate the integration of new development with existing and future development, to ensure that the various land uses function well together from the point of view of the user, thus contributing to the overall positive image of the Suburban Center as a high quality area to live, work, shop or visit."

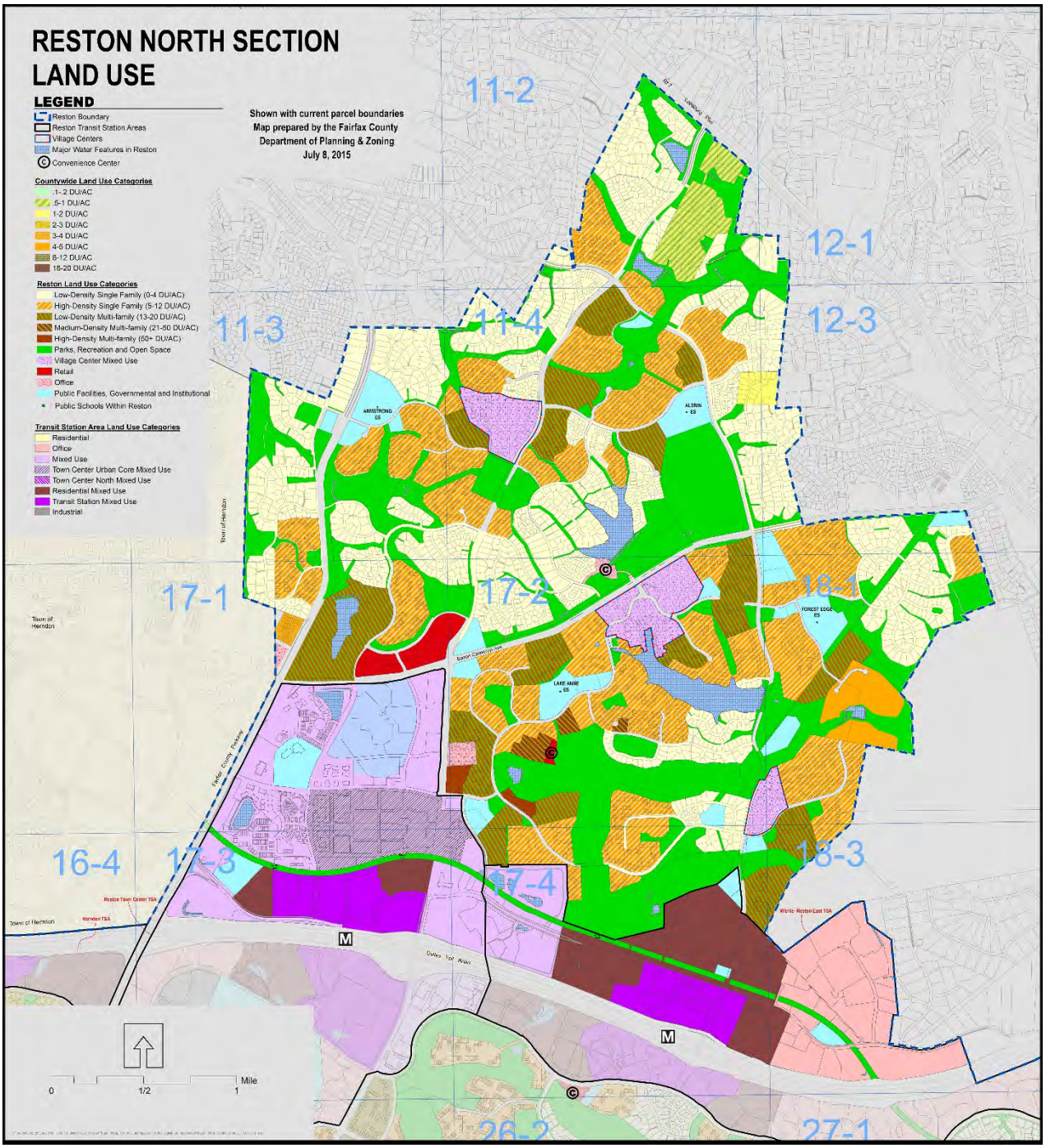
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, amended through 10-20-2015, Figure 1, "Reston Geography", to show an enlarged Herndon TSA boundary that will fully encompass the future Herndon Metrorail station, page 4:



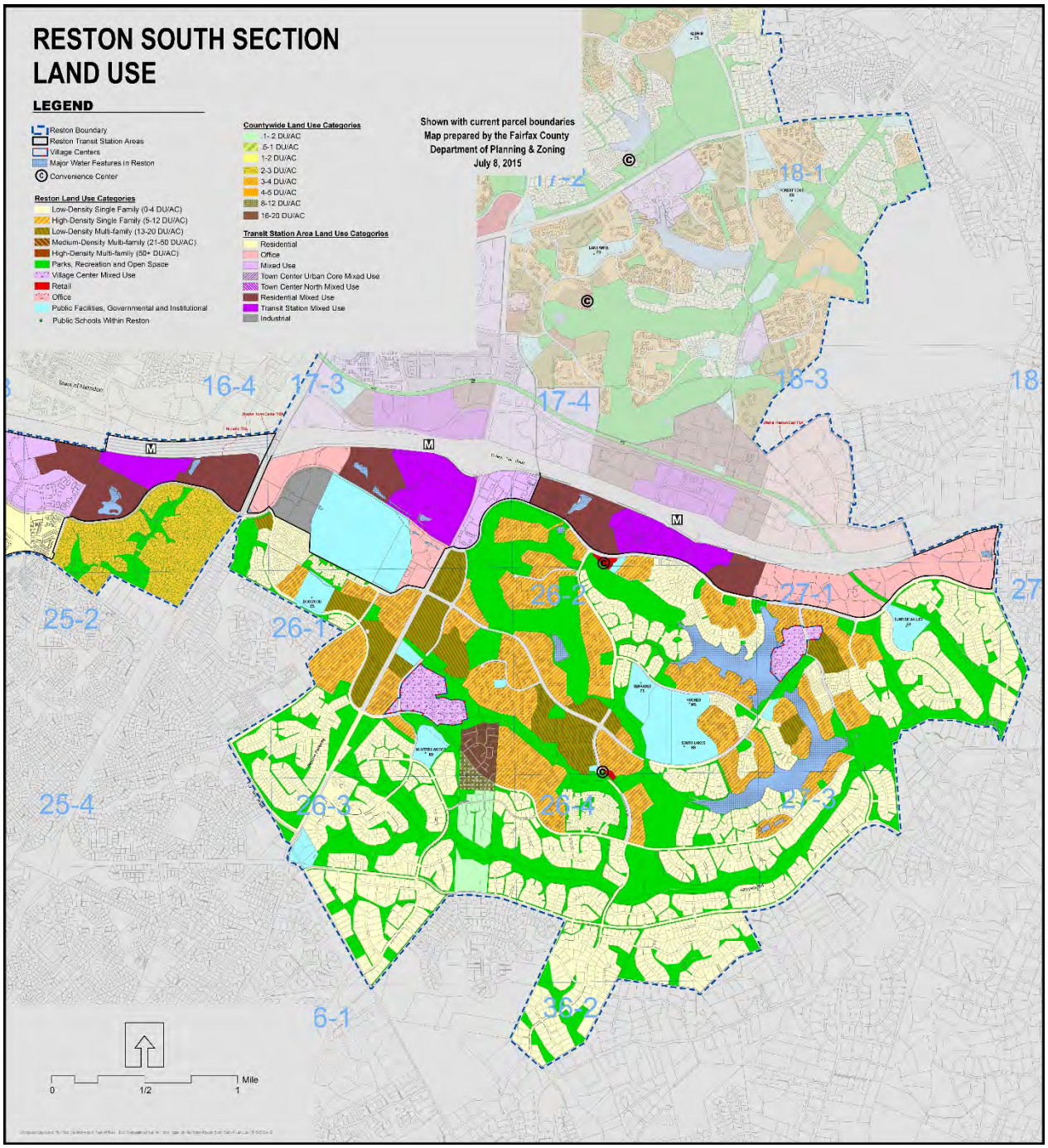
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, amended through 10-20-2015, Figure 4, "Reston Land Use", to show an enlarged Herndon TSA boundary that will fully encompass the future Herndon Metrorail station, page 15:



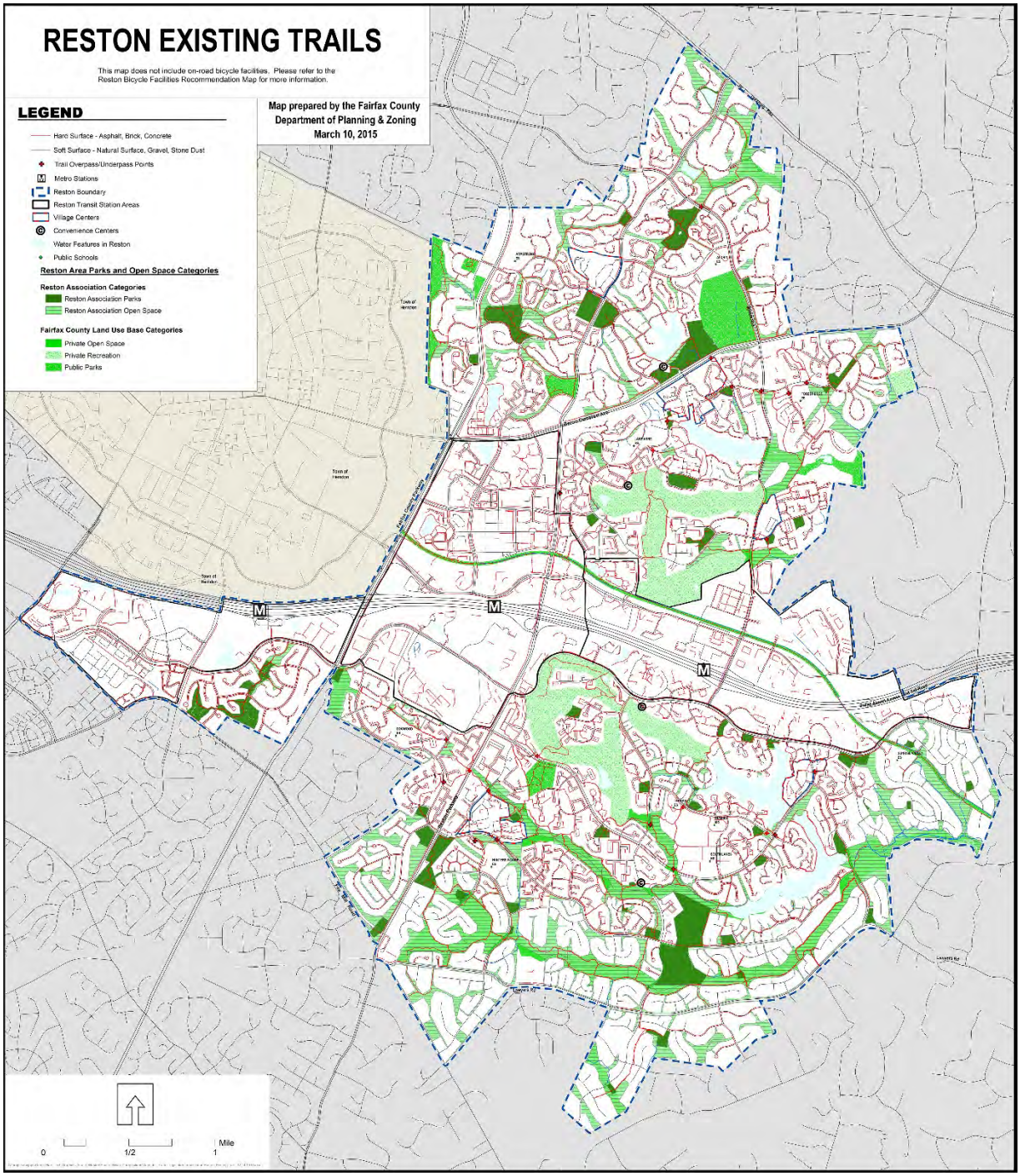
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, amended through 10-20-2015, Figure 5, "Reston Land Use North Section", to show an enlarged Herndon TSA boundary that will fully encompass the future Herndon Metrorail station, page 16:



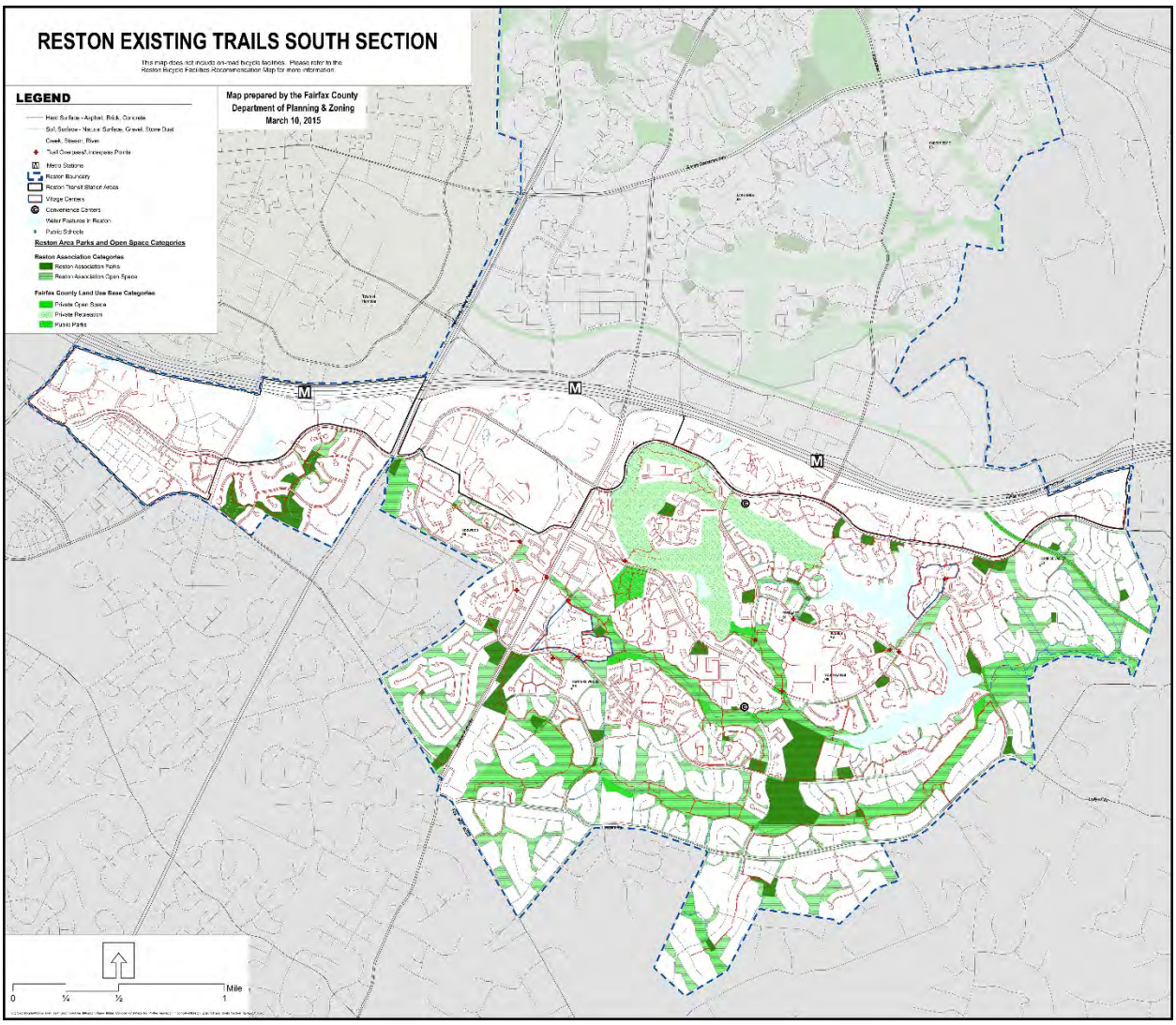
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, amended through 10-20-2015, Figure 6, "Reston Land Use South Section", to show an enlarged Herndon TSA boundary that will fully encompass the future Herndon Metrorail station, page 17:



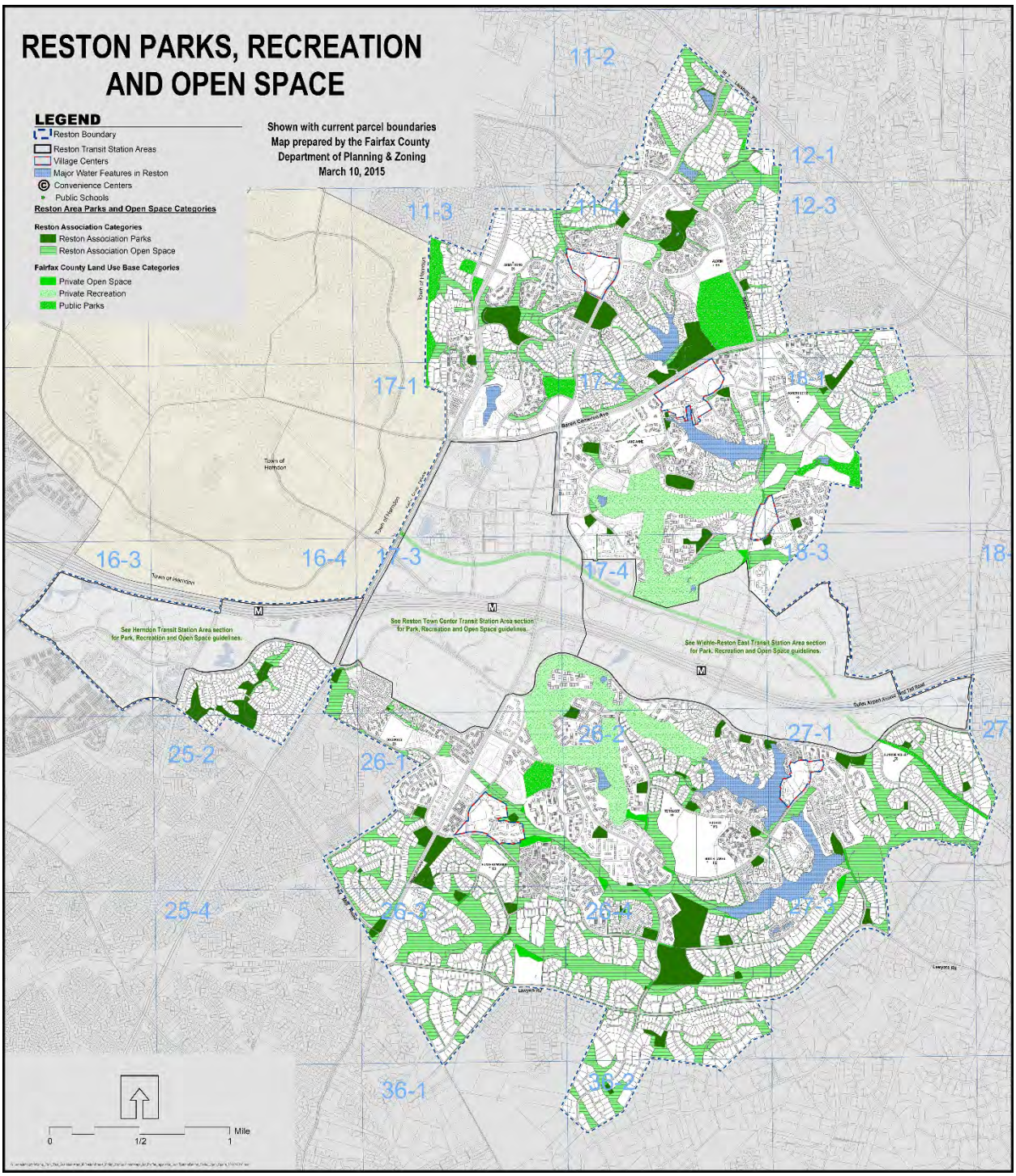
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, amended through 10-20-2015, Figure 11, "Trails", to show an enlarged Herndon TSA boundary that will fully encompass the future Herndon Metrorail station, page 36:



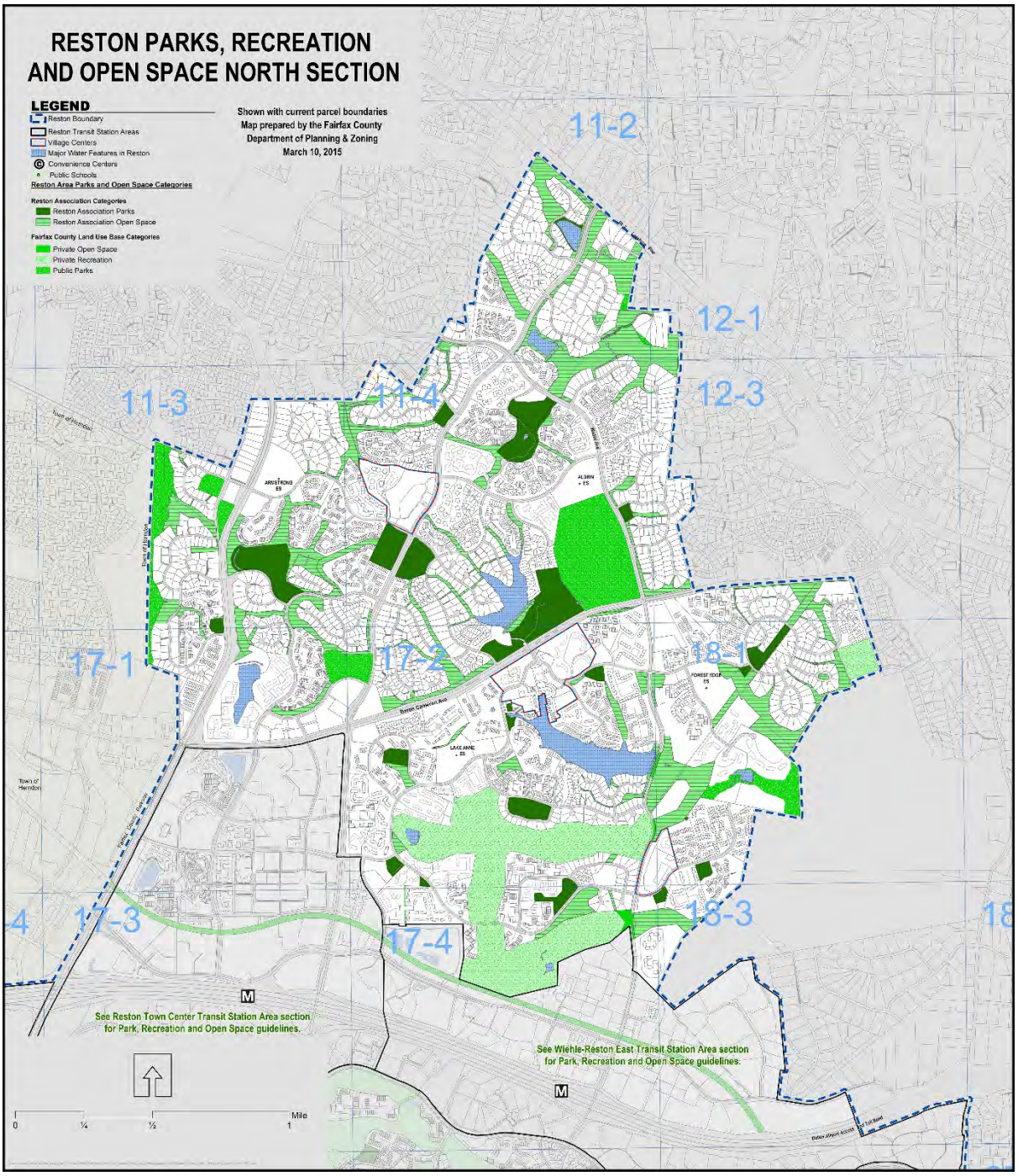
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, amended through 10-20-2015, Figure 13, "Trails South Section", to show an enlarged Herndon TSA boundary that will fully encompass the future Herndon Metrorail station, page 38:



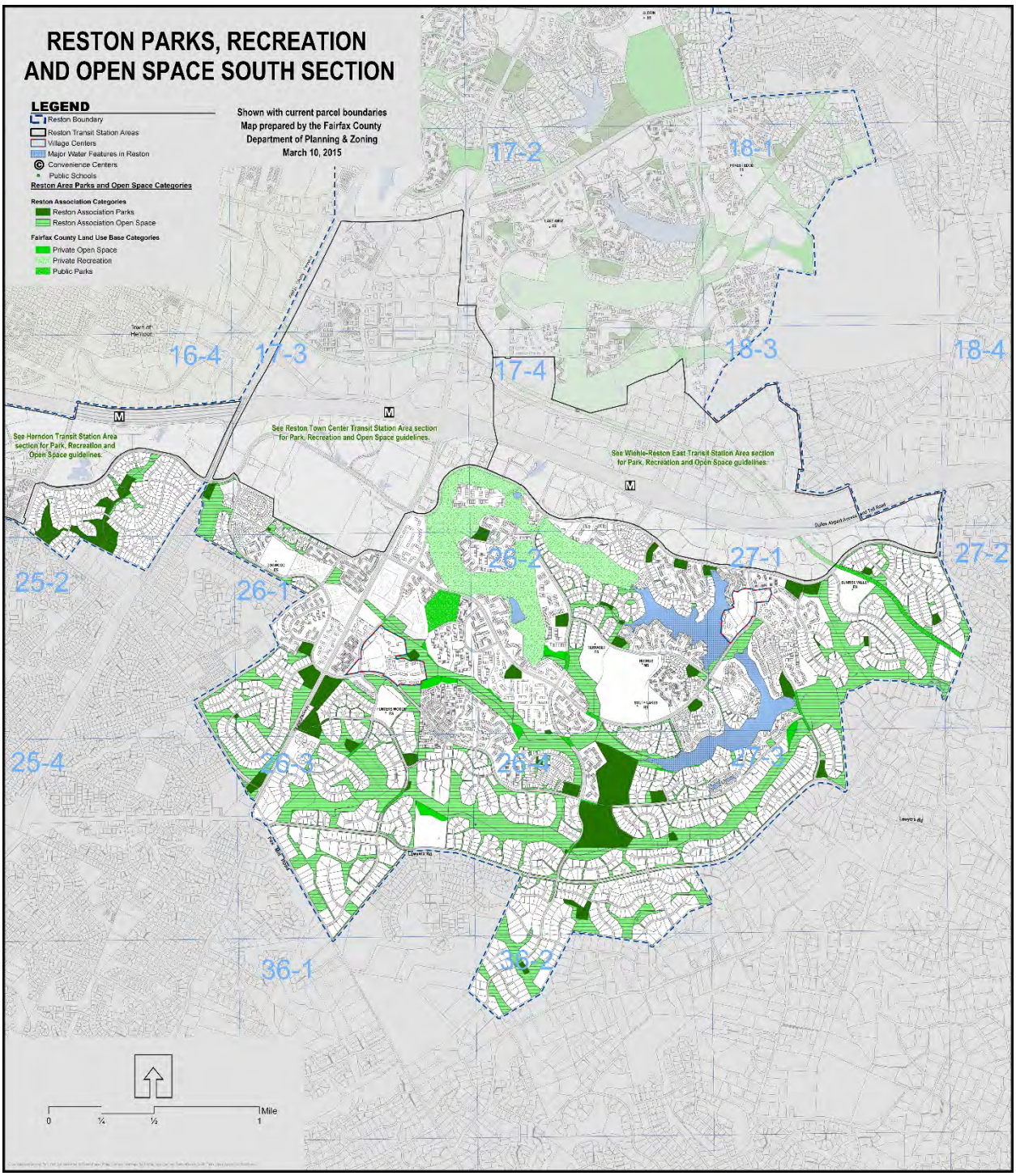
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, amended through 10-20-2015, Figure 16, "Parks, Recreation and Open Space", to show an enlarged Herndon TSA boundary that will fully encompass the future Herndon Metrorail station, page 42:



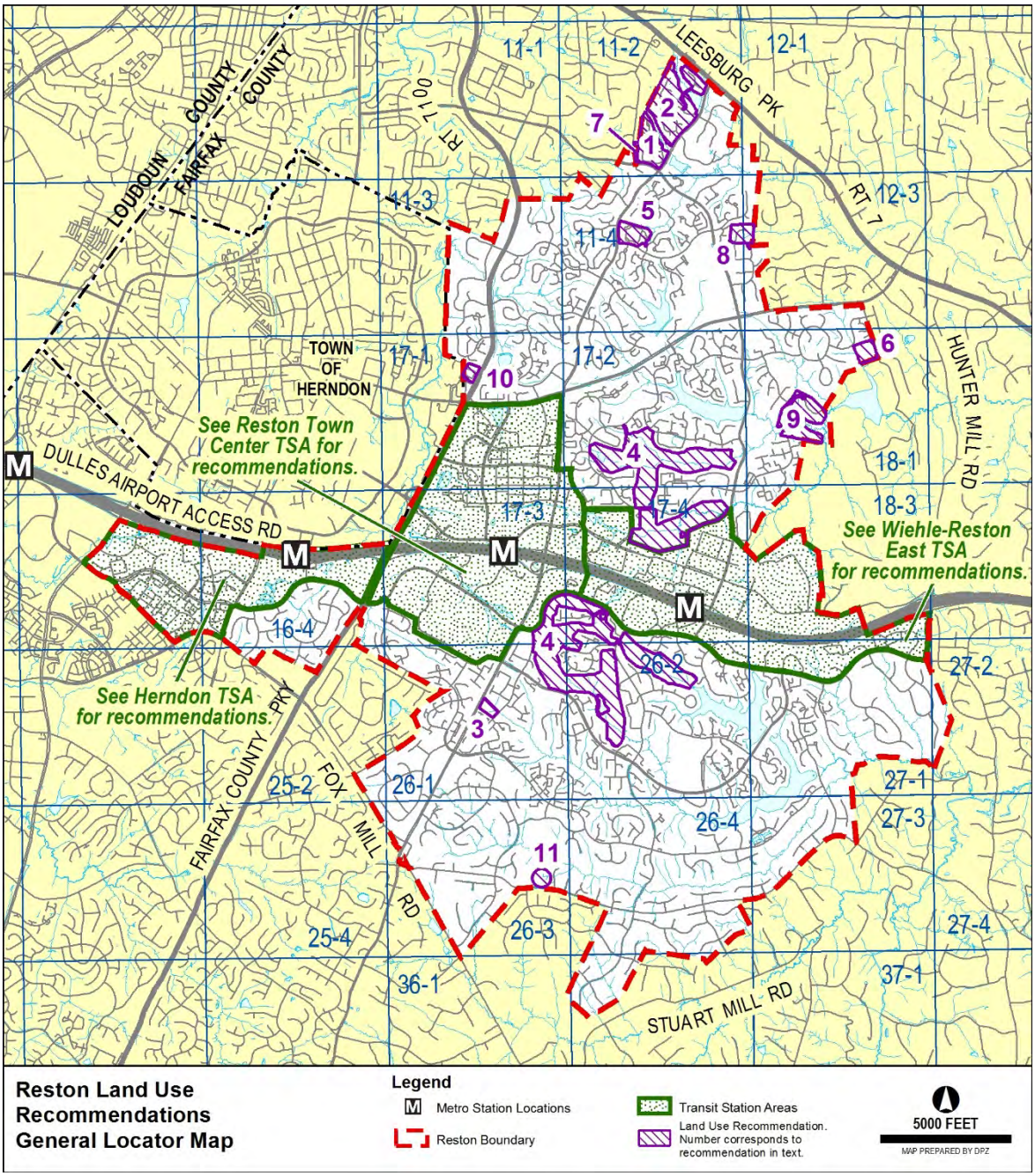
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, amended through 10-20-2015, Figure 17, "Parks, Recreation and Open Space North Section", to show an enlarged Herndon TSA boundary that will fully encompass the future Herndon Metrorail station, page 43:



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, amended through 10-20-2015, Figure 18, "Parks, Recreation and Open Space South Section", to show an enlarged Herndon TSA boundary that will fully encompass the future Herndon Metrorail station, page 44:



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, amended through 10-20-2015, Figure 19, "Land Use Recommendations Locator Map", to show an enlarged Herndon TSA boundary that will fully encompass the future Herndon Metrorail station, page 52:



MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, amended through 10-20-2016, Overview, page 89:

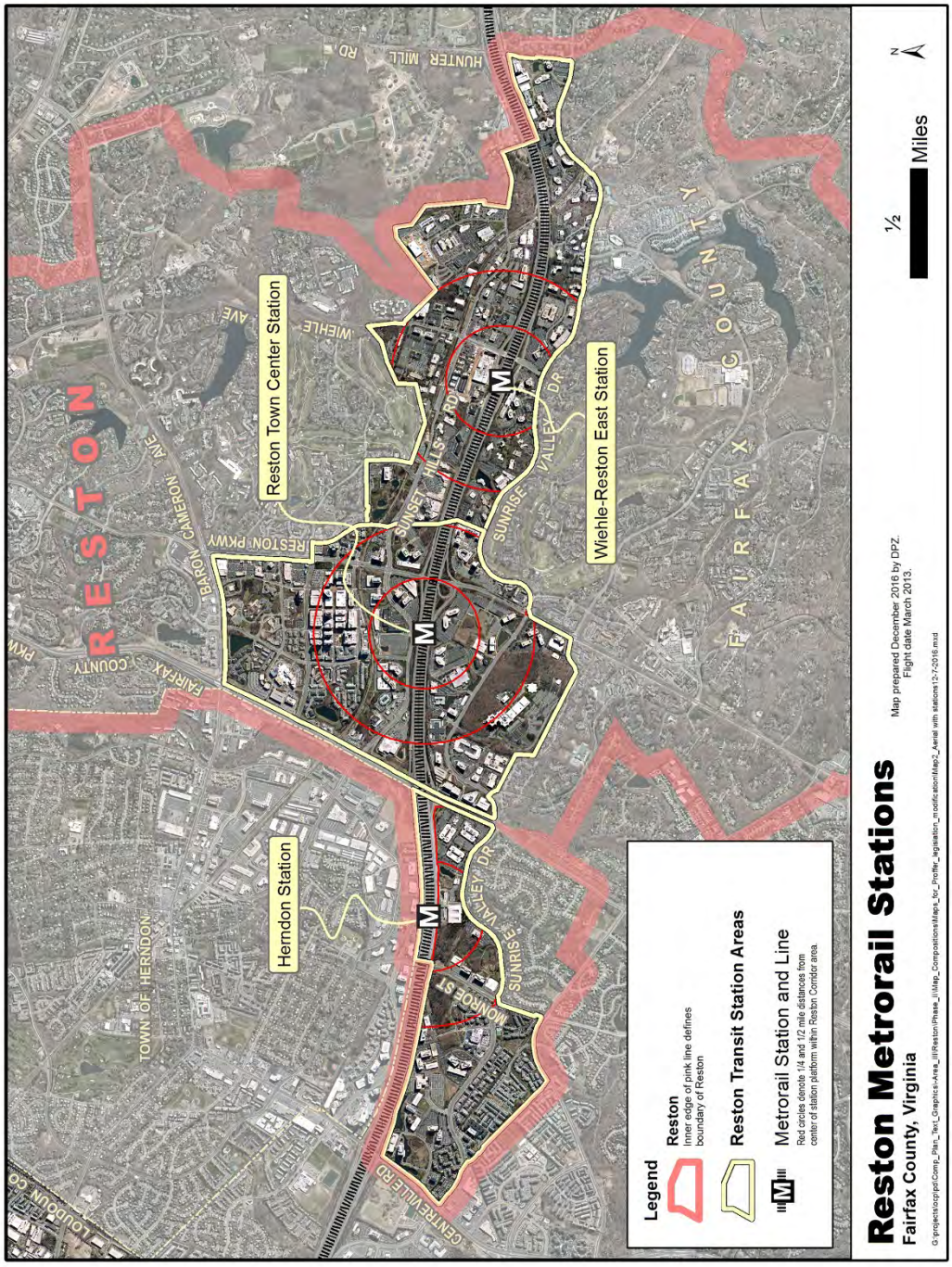
"RESTON TRANSIT STATION AREAS

OVERVIEW

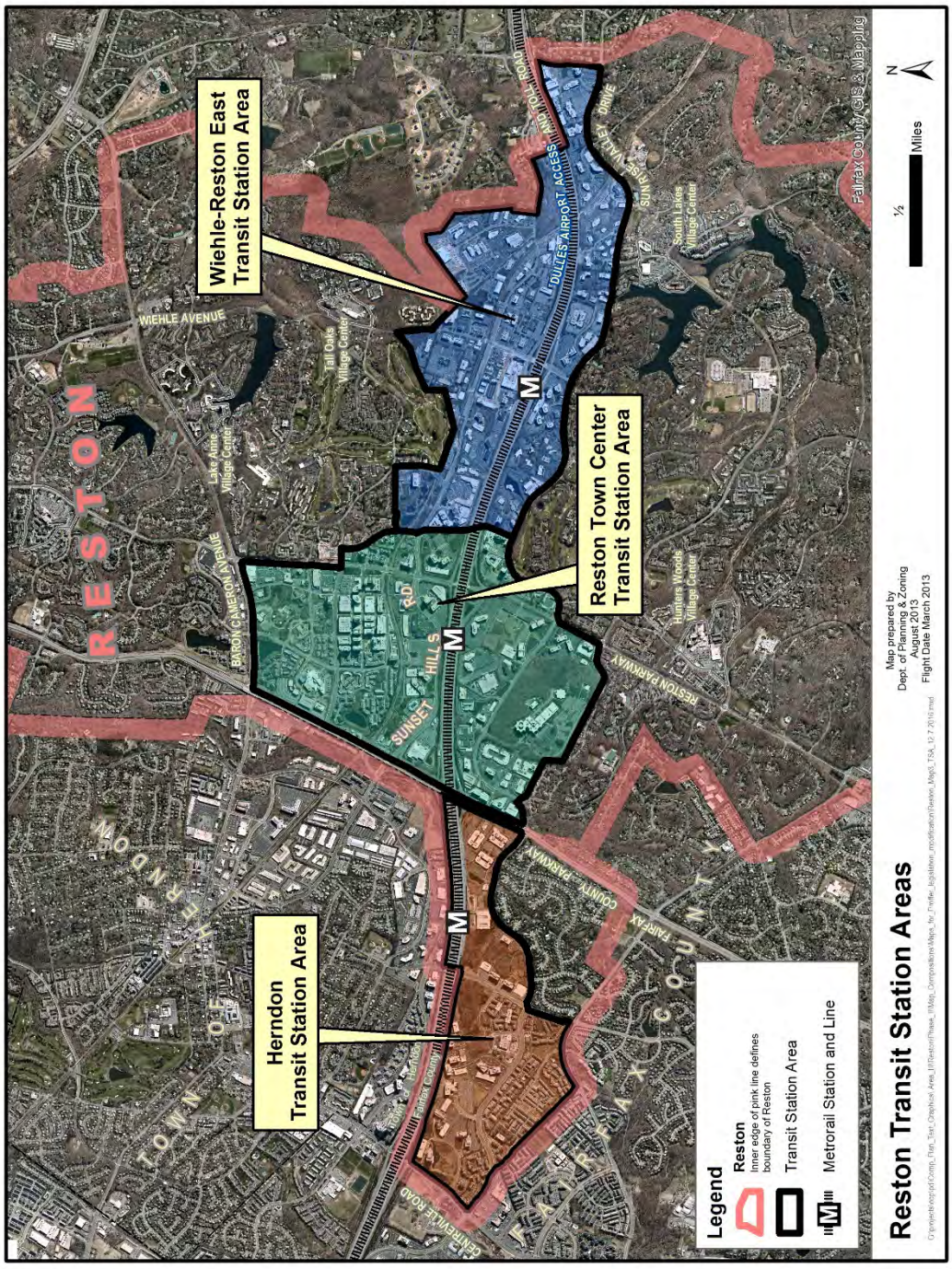
Reston is located in the northwestern quadrant of Fairfax County, approximately 20 miles west of Washington DC, seven miles west of Tysons and six miles east of Washington Dulles International Airport. It is a community of approximately 8,400 acres (including road rights-of-way) and is bisected by the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267) (see Figure 29). The community will be served by three Metrorail Silver Line stations: the Reston Town Center Station, the Wiehle-Reston East Station and the Herndon Station, as shown on Figure 30. For purposes of the Comprehensive Plan, ~~the~~ these areas ~~around these~~ encompass the Metrorail stations and are designated as Transit Station Areas (TSAs), as shown on Figure 31. The Vision for Reston articulated below and the associated Planning Principles should apply to the whole community of Reston. The other guidance in this section is designed to apply only to the TSAs.

The Wiehle-Reston East and Reston Town Center TSAs are located along both sides of the DAAR from the Virginia Department of Transportation owned storage facility to the east, Hunter Mill Road on the southeast and Fairfax County Parkway on the west. The Herndon TSA encompasses the Herndon Metrorail Station and is located along the south side of the DAAR and is bounded by Fairfax County Parkway on the east, Fox Mill Road and Sunrise Valley Drive on the south, and Centreville Road on the west. Land to the north of the Herndon Station is within the Town of Herndon."

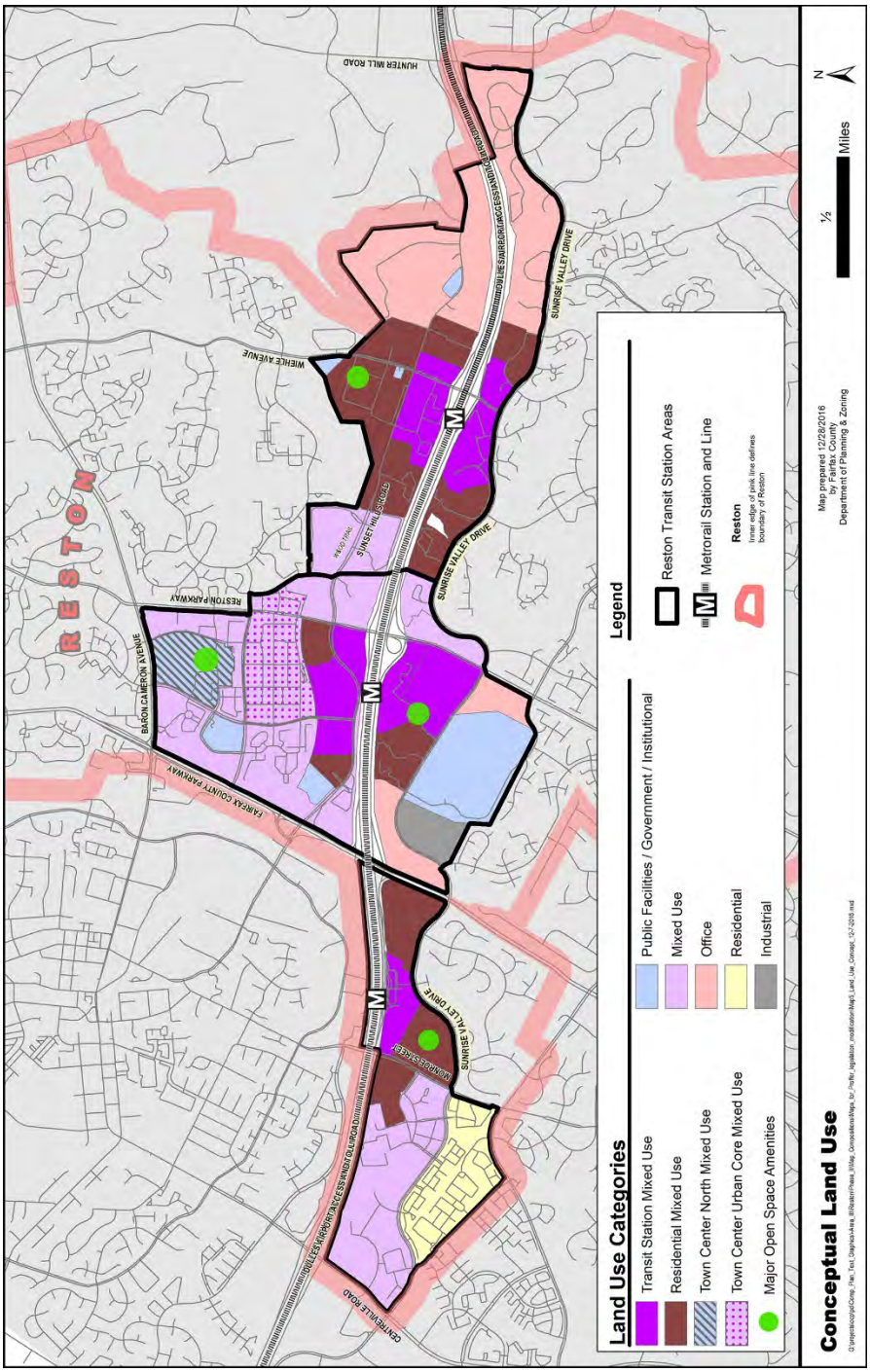
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, amended through 10-20-2015, Figure 30, "Reston Transit Station Areas Locator Map", to 1) show an enlarged Herndon TSA boundary that will fully encompass the future Herndon Metrorail station; and 2) show how the Reston TSAs are nested within the greater Reston small area boundary, page 91:



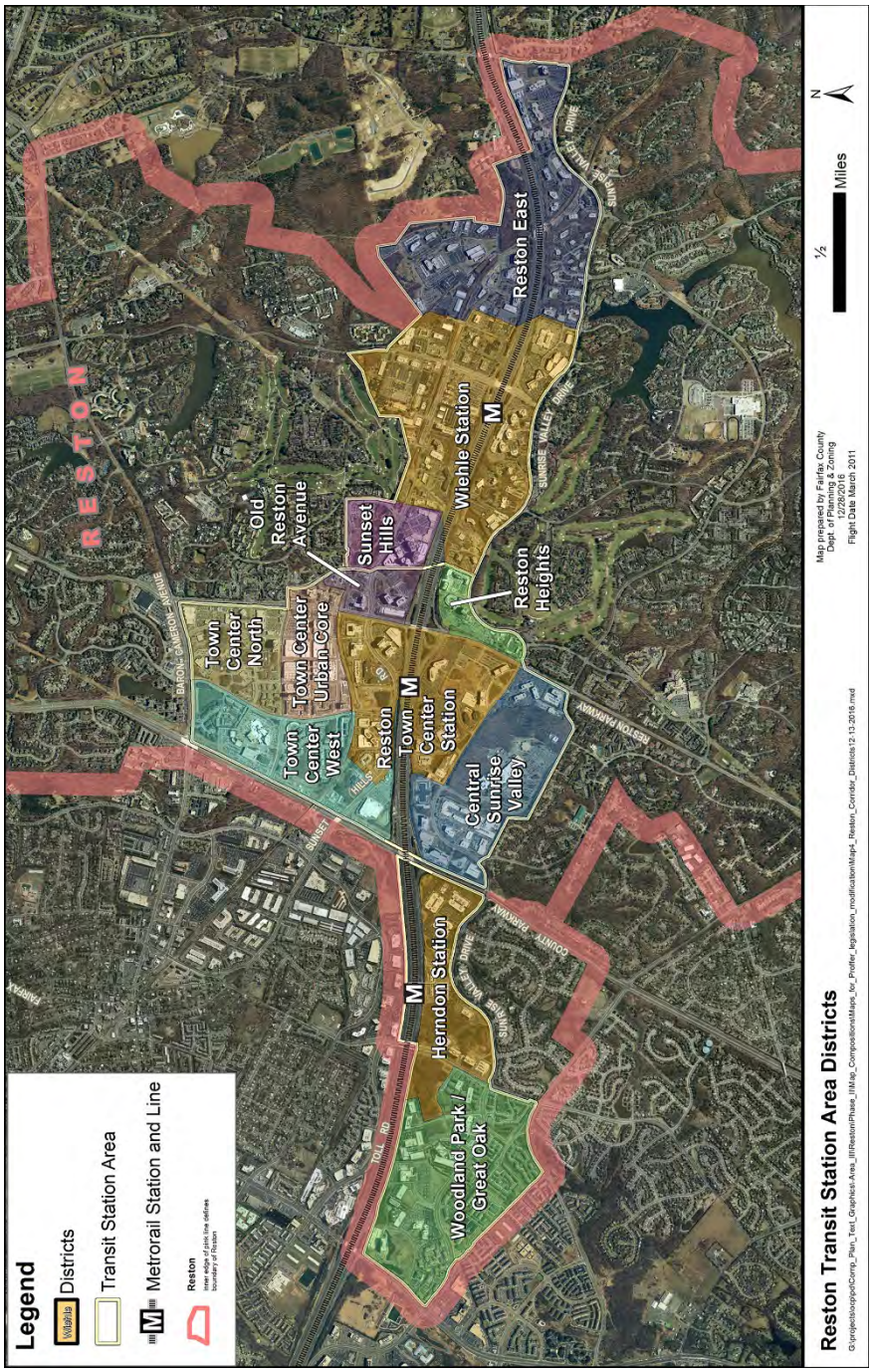
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, amended through 10-20-2015, Figure 31, "Reston Transit Station Areas Boundaries", to 1) show an enlarged Herndon TSA boundary that will fully encompass the future Herndon Metrorail station; and 2) show how the Reston TSAs are nested within the greater Reston small area boundary, page 92:



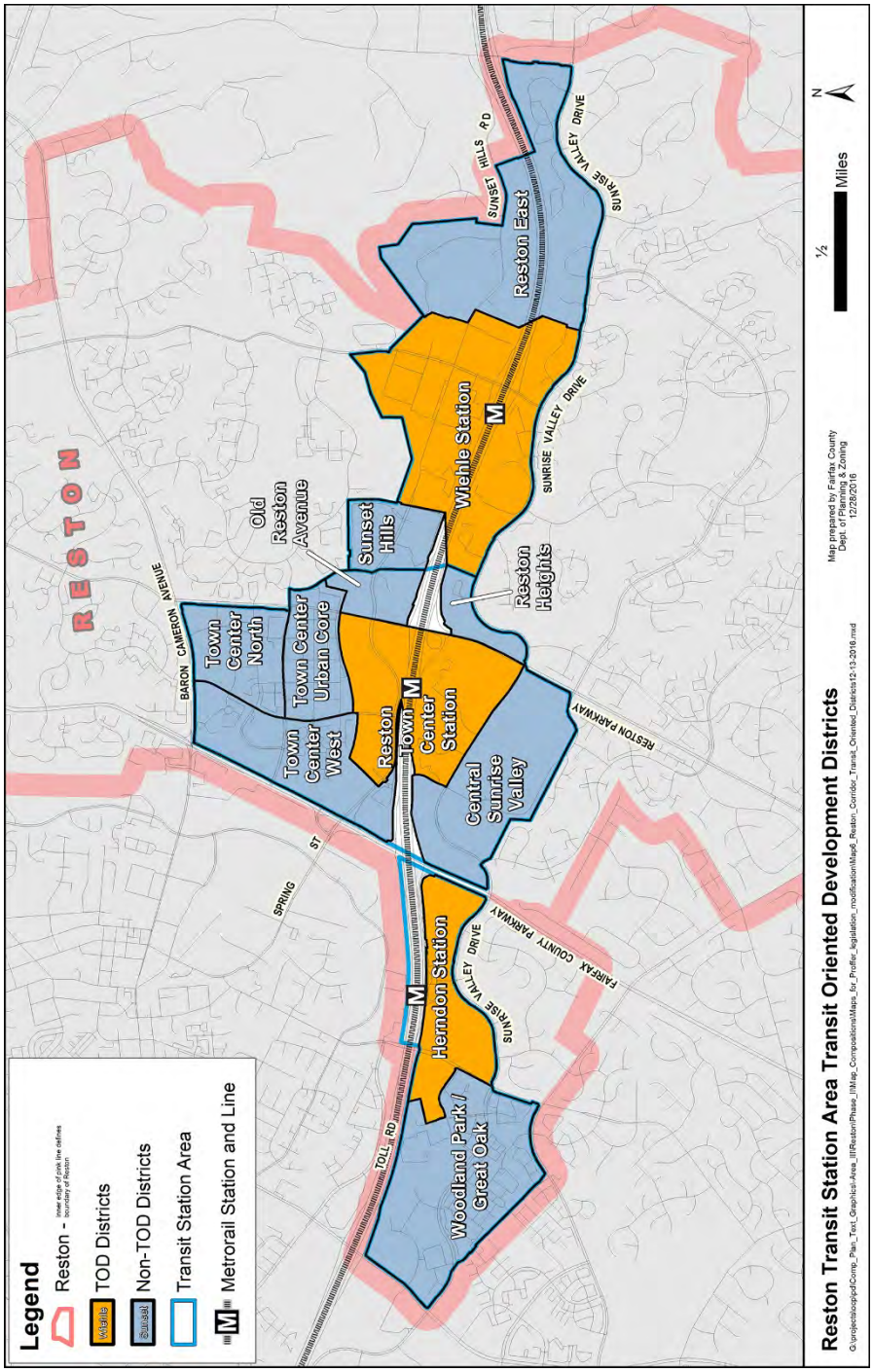
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, amended through 10-20-2015, Figure 32, "Conceptual Land Use", to 1) show an enlarged Herndon TSA boundary that will fully encompass the future Herndon Metrorail station; and 2) show how the Reston TSAs are nested within the greater Reston small area boundary, page 97:



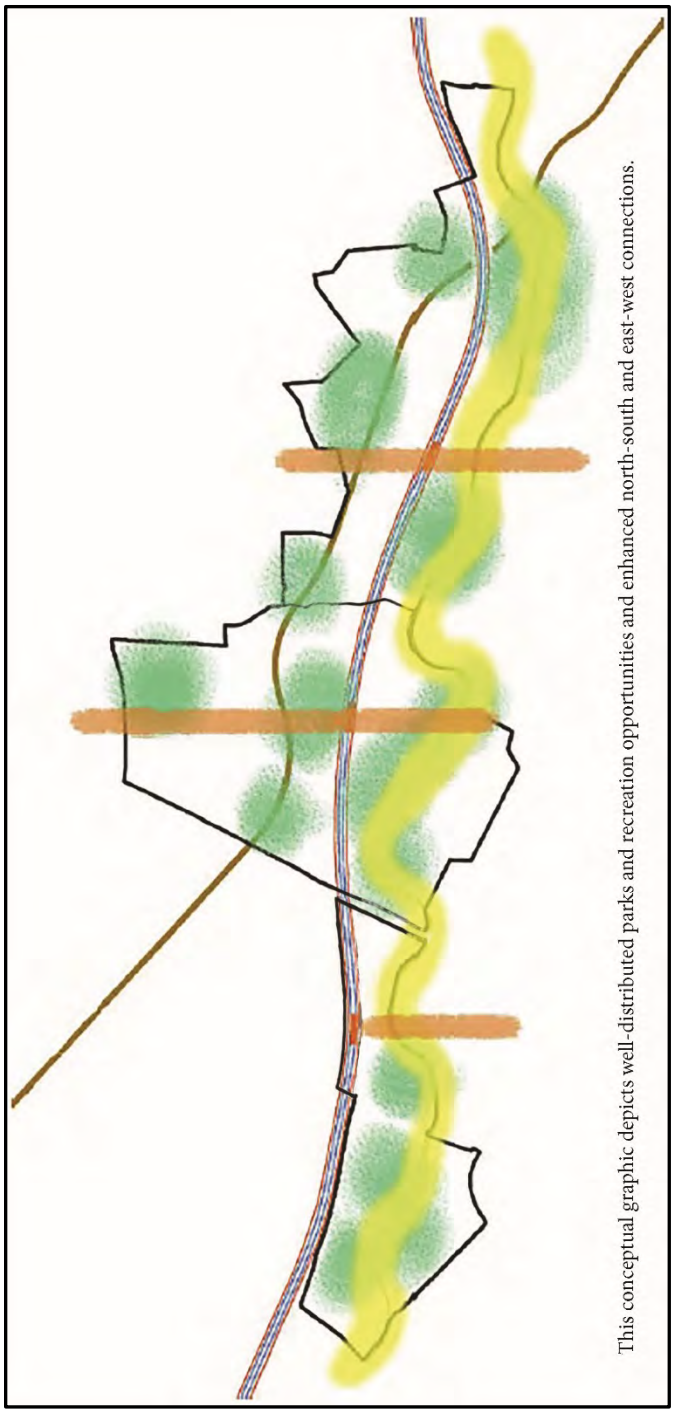
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, amended through 10-20-2015, Figure 33, "Transit Station Area Districts", to 1) show an enlarged Herndon TSA boundary that will fully encompass the future Herndon Metrorail station; and 2) show how the Reston TSAs are nested within the greater Reston small area boundary, page 99:



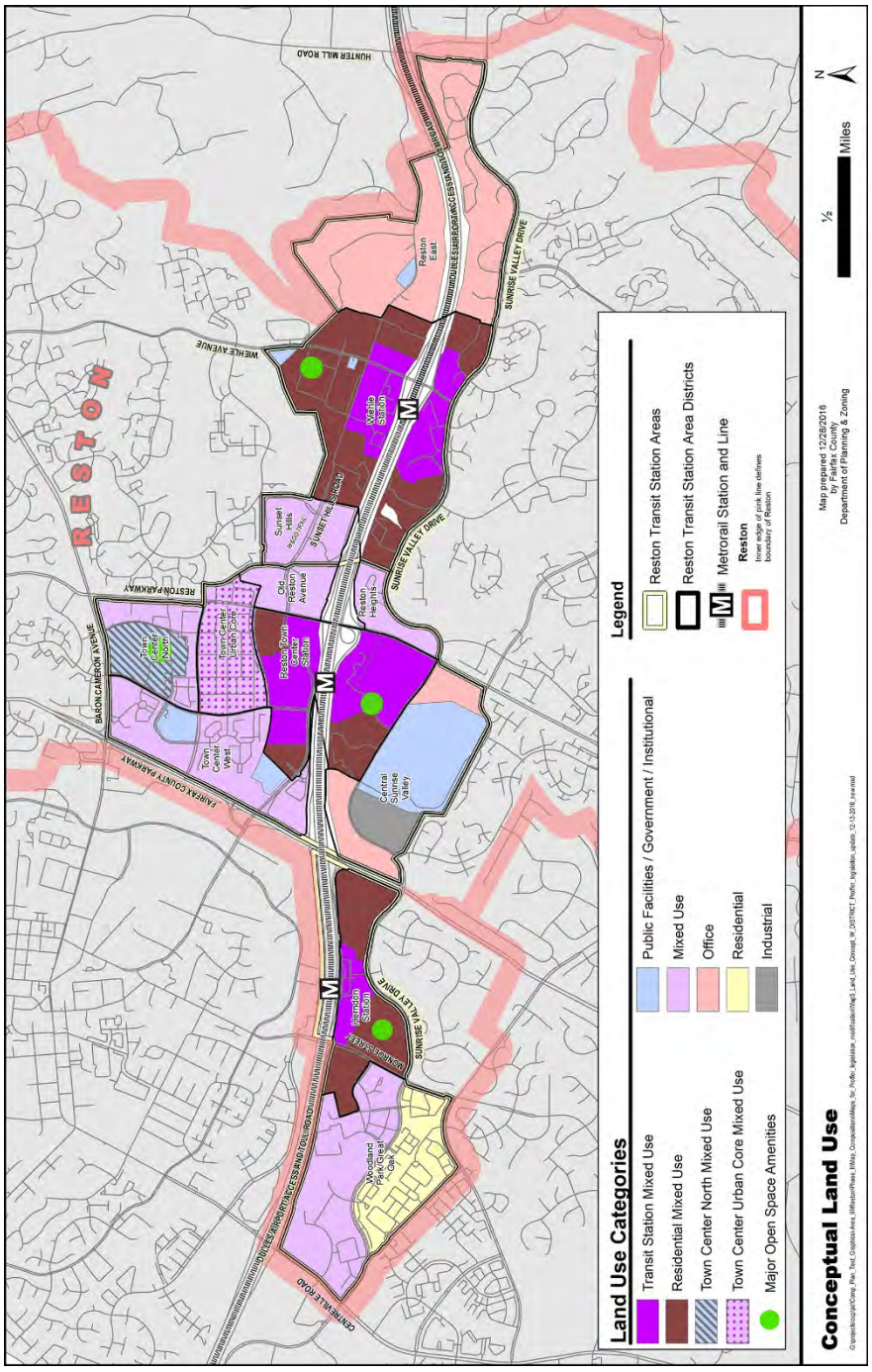
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, amended through 10-20-2015, Figure 34, "Reston Transit Oriented Development Districts", to show 1) an enlarged Herndon TSA boundary that will fully encompass the future Herndon Metrorail station; and 2) show how the Reston TSAs are nested within the greater Reston small area boundary, page 100:



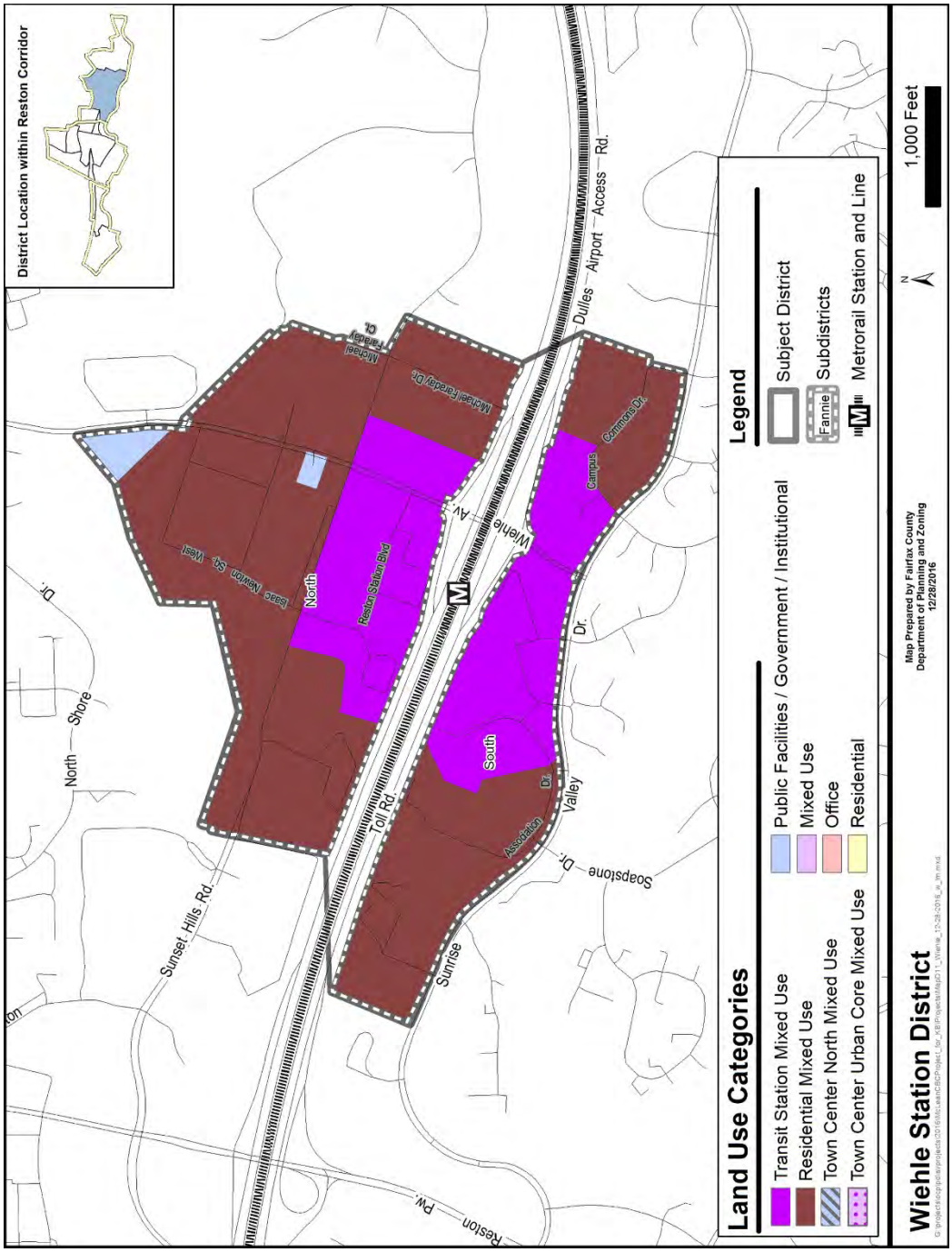
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, amended through 10-20-2015, Figure 49, "Conceptual Graphic of the Future Park System", to show an enlarged Herndon TSA boundary that will fully encompass the future Herndon Metrorail station, page 146:



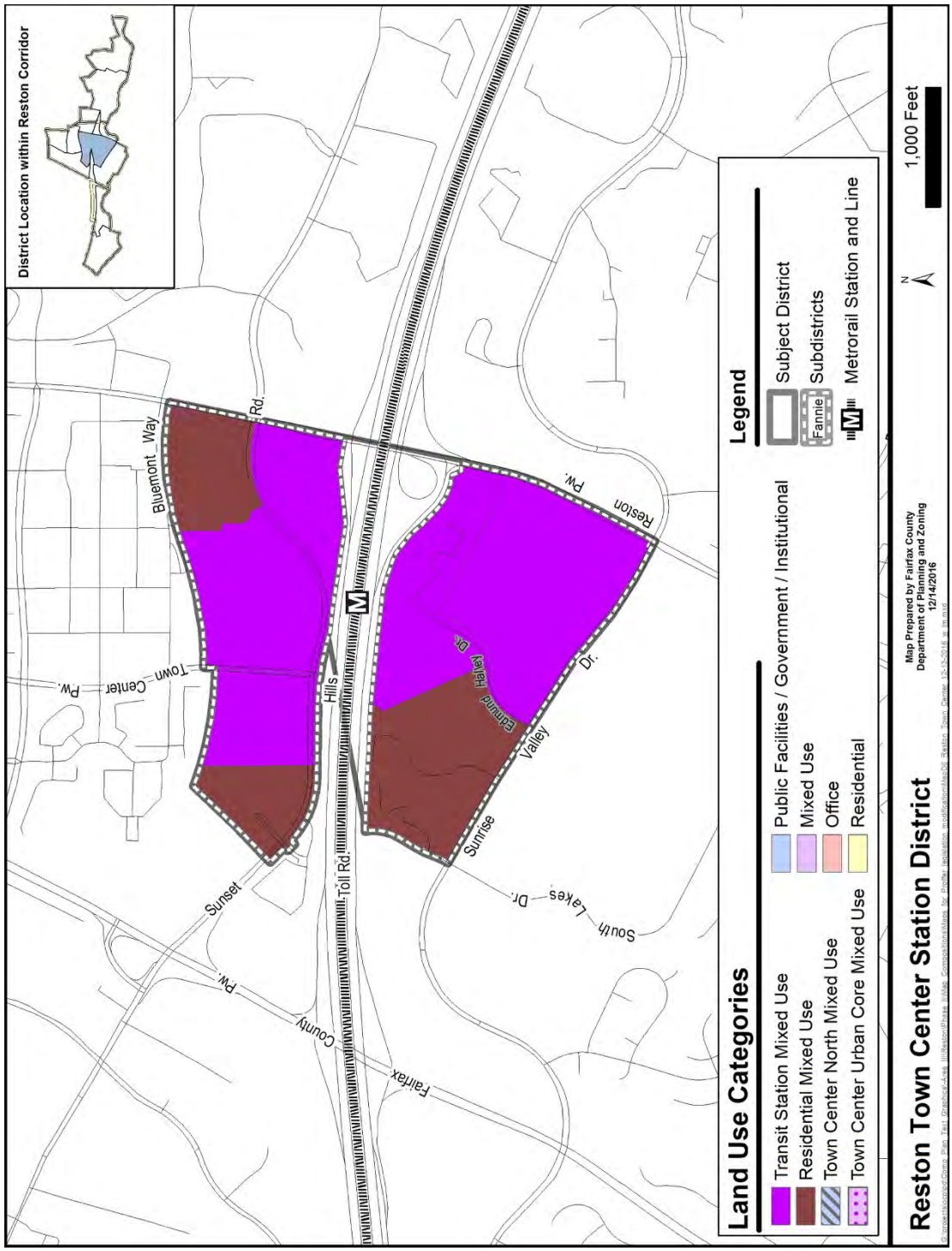
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, amended through 10-20-2015, Figure 50, "Transit Station Districts", to 1) show an enlarged Herndon TSA boundary that will fully encompass the future Herndon Metrorail station; and 2) show how the Reston TSAs are nested within the greater Reston small area boundary, page 152:



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, amended through 10-20-2015, Figure 51, "Wiehle Station Transit Oriented Development District", to show the subject district boundary, page 155:



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Reston, amended through 10-20-2015, Figure 54, "Reston Town Center Transit Oriented-Development District", to show the subject district boundary, page 164:



MODIFY: Fairfax County Comprehensive Plan, Area III, Reston, amended through 10-20-2016, Overview, page 178:

"HERNDON TRANSIT STATION AREA

The Herndon Transit Station Area (TSA) encompasses the Herndon Metrorail station and is bounded on the north by the DAAR, on the east by Fairfax County Parkway, on the south by Sunrise Valley Drive, Frying Pan Road and Fox Mill Road, and on the west by Centreville Road."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, amended through 12-6-2016, Overview, page 1:

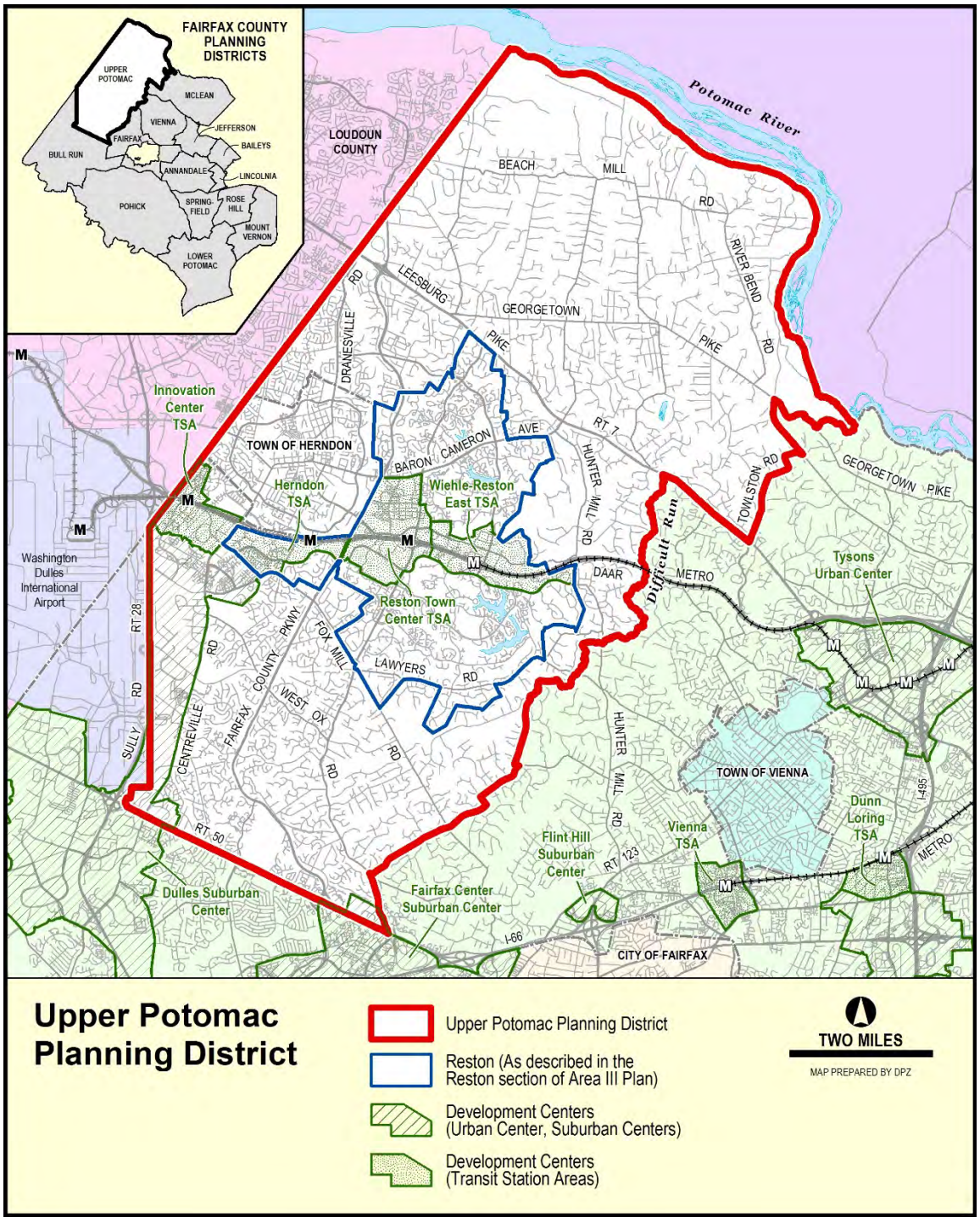
"UPPER POTOMAC PLANNING DISTRICT OVERVIEW

The Upper Potomac Planning District is located in the northwest portion of Fairfax County. It is generally bounded on the north by the Potomac River, on the east by Difficult Run and Towlston Road, on the south by Lee Jackson Memorial Highway (Route 50) and on the west by Loudoun County and the Washington Dulles International Airport (see Figure 1).

The Upper Potomac Planning District encompasses approximately 47,500 acres which is about 18 percent of the county's land area. The character of the this planning district varies widely, from the semi-rural area of Great Falls along the Potomac River, to the urbanizing Reston Transit Station Areas and Dulles Suburban Center, to the suburban neighborhoods along West Ox Road and Lee Jackson Memorial Highway. The northern area which includes the Riverfront, Springvale and Hickory Community Planning Sectors contains the Great Falls Village area, several estates and large-lot subdivisions and low density residential areas.

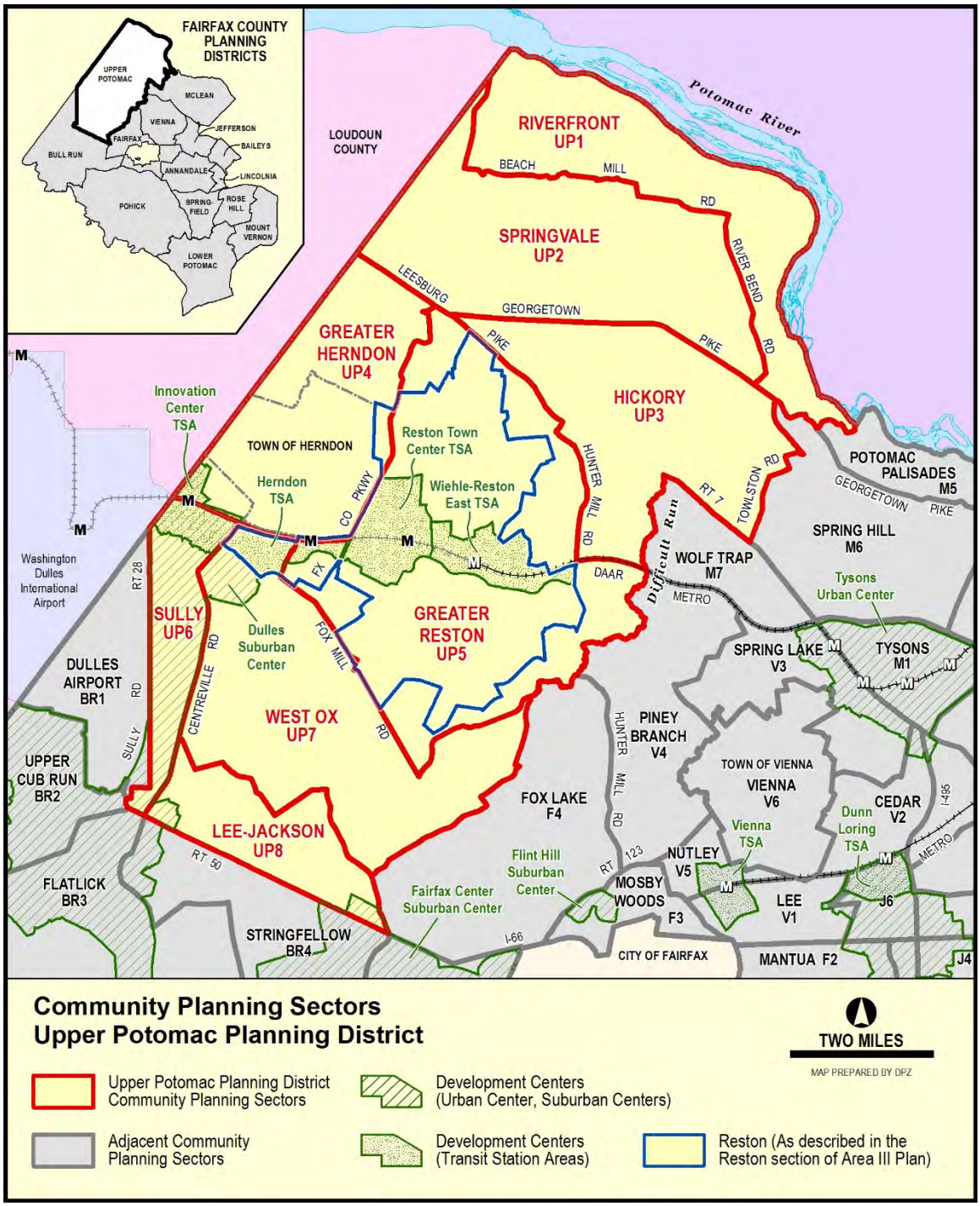
The Greater Herndon, West Ox, and Greater Reston Community Planning Sector~~s~~ contain concentrations of office, industrial and commercial development, surrounded by residential development. The Innovation Center Transit Station Area is located in the ~~Greater Herndon Community Planning Sector~~ Dulles Suburban Center, and the Reston Transit Station Areas are within Reston, which encompasses the Woodland Park section of the West Ox Community Planning Sector as well as the Greater Reston Community Planning Sector. The Sully Community Planning Sector is located entirely within the Dulles Suburban Center and is partially developed with office, industrial and commercial development, with large vacant areas. The portion of the West Ox Community Planning Sector outside of Woodland Park, and the Lee-Jackson Community Planning Sector is characterized by suburban neighborhood development in the western areas in the vicinity of Chantilly, and low density residential development in the eastern area where the headwaters of the Difficult Run Watershed are located. The Lee-Jackson Community Planning Sector includes some commercial development along Lee Jackson Memorial Highway."

MODIFY
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, amended through 12-6-2016, Overview, Figure 1, "Upper Potomac Planning District", page 2 to 1) show an enlarged Dulles Suburban Center small area boundary to fully encompass the Innovation Center TSA; and 2) show an enlarged Herndon TSA boundary to fully encompass the planned Herndon Metrorail station:



MODIFY

FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, amended through 12-6-2016, Figure 9, "Community Planning Sectors Upper Potomac Planning District", page 29 to 1) show an enlarged Dulles Suburban Center small area boundary to fully encompass the Innovation Center TSA; and 2) show an enlarged Herndon TSA boundary to fully encompass the planned Herndon Metrorail station:



MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, amended through 12-6-2016, UP-4-Greater Herndon Community Planning Sector, page 54-55:

"UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR

CHARACTER

This sector is generally bounded on the south by the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), on the east by Reston, on the north by Leesburg Pike (Route 7), and on the west by Loudoun County. This planning sector includes the Innovation Center Transit Station Area and the Town of Herndon. See the Dulles Suburban Center for specific recommendations related to the Innovation Center TSA.

The Town of Herndon is an incorporated town within Fairfax County. The town grew around the railroad depot that opened in 1857, providing local dairy farmers with transportation for their products to the City of Washington. Incorporated in 1879, the town remained a rural community until recently when it began to experience rapid growth. The immediate county neighborhoods and the Washington Dulles International Airport to the west, Reston to the east and the planned mixed-use development along the DAAR and the Metrorail Silver line affects the town in terms of development pressure and environmental impacts.

Herndon has jurisdiction over its own planning. The county's planning efforts within surrounding planning sectors should strive to advance the integrity of the town and compatibility with neighboring areas. The need to preserve and promote coordinated planning efforts in this part of the county is advanced by the existence of this sector in the county Plan. Fairfax County provides Herndon with a number of public facilities and services, including schools, libraries, health facilities, social services, fire services, and sewer service. Consult the Town of Herndon's Comprehensive Plan for further guidance in this area.

The Sugarland Run area, the portion of the county immediately north of Herndon, is largely developed in single-family neighborhoods. This single-family development, in combination with the variety of types of townhouses available in Herndon, gives this planning sector a diversity of housing choices. A large part of the area is dominated by the Sugarland Run stream valley and its floodplain. Local-serving commercial uses are located primarily in Herndon, Reston and Sterling in Loudoun County.

The Center for Innovative Technology (CIT), a state supported research and development consortium of state universities and colleges, is located north of the DAAR and south of the Town of Herndon boundary. See the Dulles Suburban Center for specific plan guidance related to the Center for Innovative Technology, which is located within the Innovation Center TSA (Land Unit L).

This planning sector is rich in heritage resources. The Herndon Historic District is listed in the Virginia Landmarks Register and the National Register of Historic Places. Local Heritage Preservation Overlay Districts are administered by the Town of Herndon. Dranesville Tavern, also in the Virginia and National Registers, is protected by a county historic overlay district. Individual sites within these districts are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory.

CONCEPT FOR FUTURE DEVELOPMENT

The Greater Herndon Community Planning Sector, except for the Town of Herndon and the northern portion of the Innovation Center Transit Station Area, is recommended to develop as Suburban Neighborhoods in the Concept for Future Development. The area within the Innovation Center is recommended to develop as a Transit Station Area~~., as shown on Figure 21~~. See Dulles Suburban Center, Land Units A-1 and L for recommendations.

RECOMMENDATIONS

LAND USE

The Greater Herndon Community Planning Sector is largely developed with stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-defined, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

The land use and density plans for the Town of Herndon and Fairfax County apply to this sector. Fairfax County and the Town of Herndon should coordinate planning efforts to ensure compatible land use relationships and effective transitions and buffers between uses and intensities within this planning sector.

Figure 22 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so indicated.

1. The area (1a) north of the Town of Herndon and west of Sugarland Run is planned for residential development at 2-3 dwelling units per acre as shown on the Plan map. The area (1b) generally located east of Sugarland Run is planned for residential development at .5-1 dwelling unit per acre. This provides for compatible density west of Sugarland Run and a low density buffer type area adjacent to the Sugarland Run stream valley. The area in Reston should conform to the Reston Master Plan.

2. Density within the Dranesville Tavern Historic Overlay District is planned for .2-.5 dwelling unit per acre, except for the area west of Holly Knoll Drive and south of Leesburg Pike where it is planned for .5-1 dwelling unit per acre.

3. Cluster residential development should be used to preserve open space. [Not shown]

4. Some land in this sector located adjacent to the Loudoun County line is planned for residential development at 2-3 dwelling units per acre as shown on the Plan map. In order to protect the low density residential communities planned for this area from higher density residential and nonresidential uses planned in Loudoun County, a 25 foot evergreen buffer and barriers should be provided on all land adjacent to Loudoun County. [Not shown]

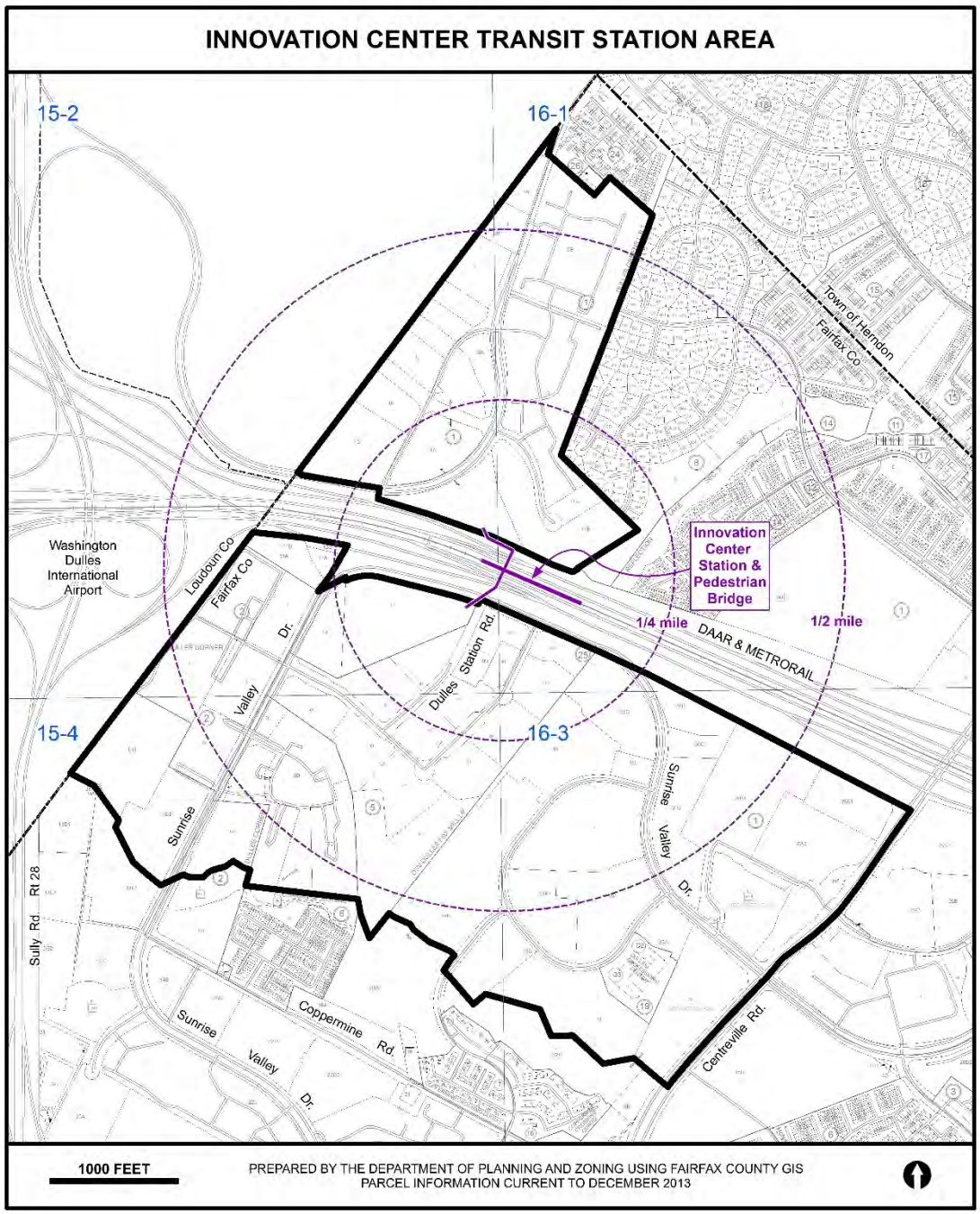
~~5. This area is located east of the Loudoun County boundary, north of the Dulles Airport Access Road (DAAR), west of the Reflection Lake community and south of the Town of Herndon (see Figure 21). A portion of the area is planned for transit oriented development (TOD)~~

~~focused on the planned Innovation Center Station. Land use options in support of TOD follow the baseline recommendations.~~"

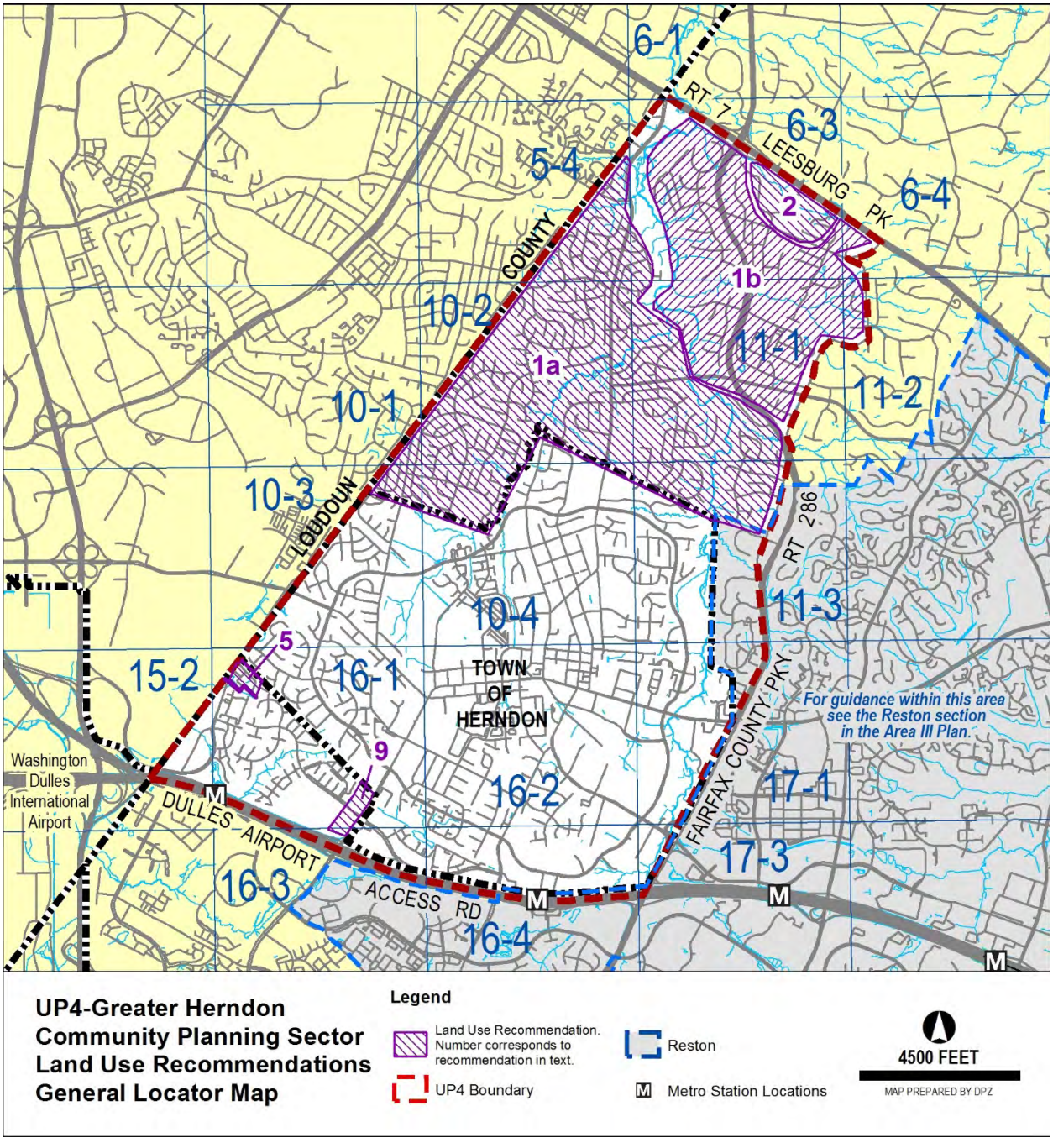
Note: Subsequent recommendations will be re-numbered in the Plan.

DELETE
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, amended through 12-6-2016, UP-4-Greater Herndon Community Planning Sector, Figure 21, "Innovation Center Transit Station Area", page 56. A modified version of this figure will be moved to the Dulles Suburban Center:

Note: Subsequent figures will be renumbered.



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, amended through 12-6-2016, UP-4-Greater Herndon Community Planning Sector, Figure 22, "UP-4 Greater Herndon Community Planning Sector Land Use Recommendations General Locator Map", to 1) remove the land use recommendation (number 5 in the adopted Plan); and 2) renumber the subsequent recommendations accordingly, page 57:



DELETE/ RELOCATE

TEXT: Delete Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, amended through 12-6-2016, UP-4-Greater Herndon Community Planning Sector, from "Baseline Recommendations for Land Units A, B, C" on page 58 to end of section "Land Unit D" on page 78. Move and modify the text to the Dulles Suburban Center section:

"~~**Baseline Recommendations for Land Units A, B and C**~~

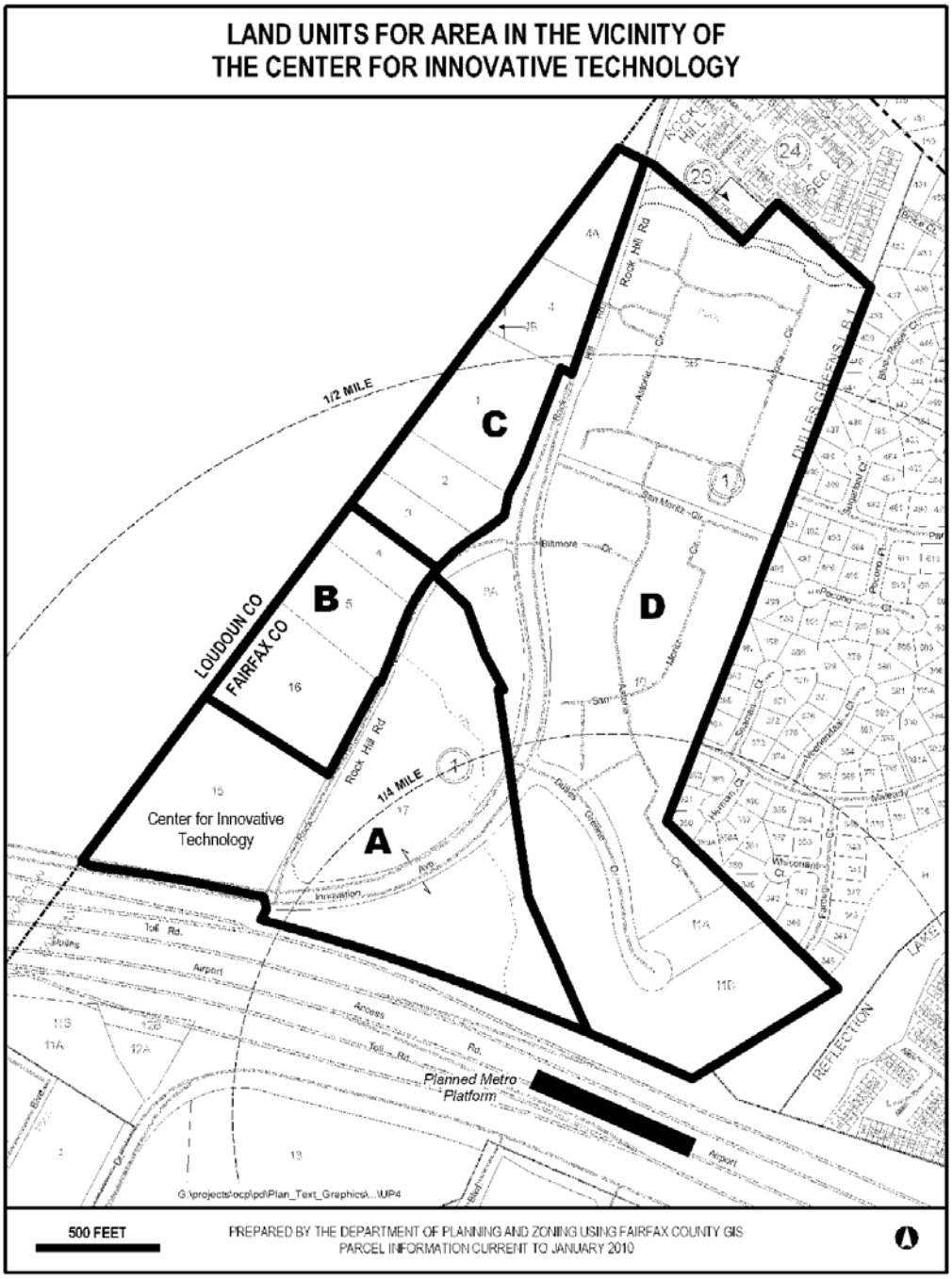
~~Land Unit A is developed as the Center for Innovative Technology, a state-supported research and development consortium of state universities and colleges. Land Unit A at the baseline is planned for this existing institutional use.~~

...

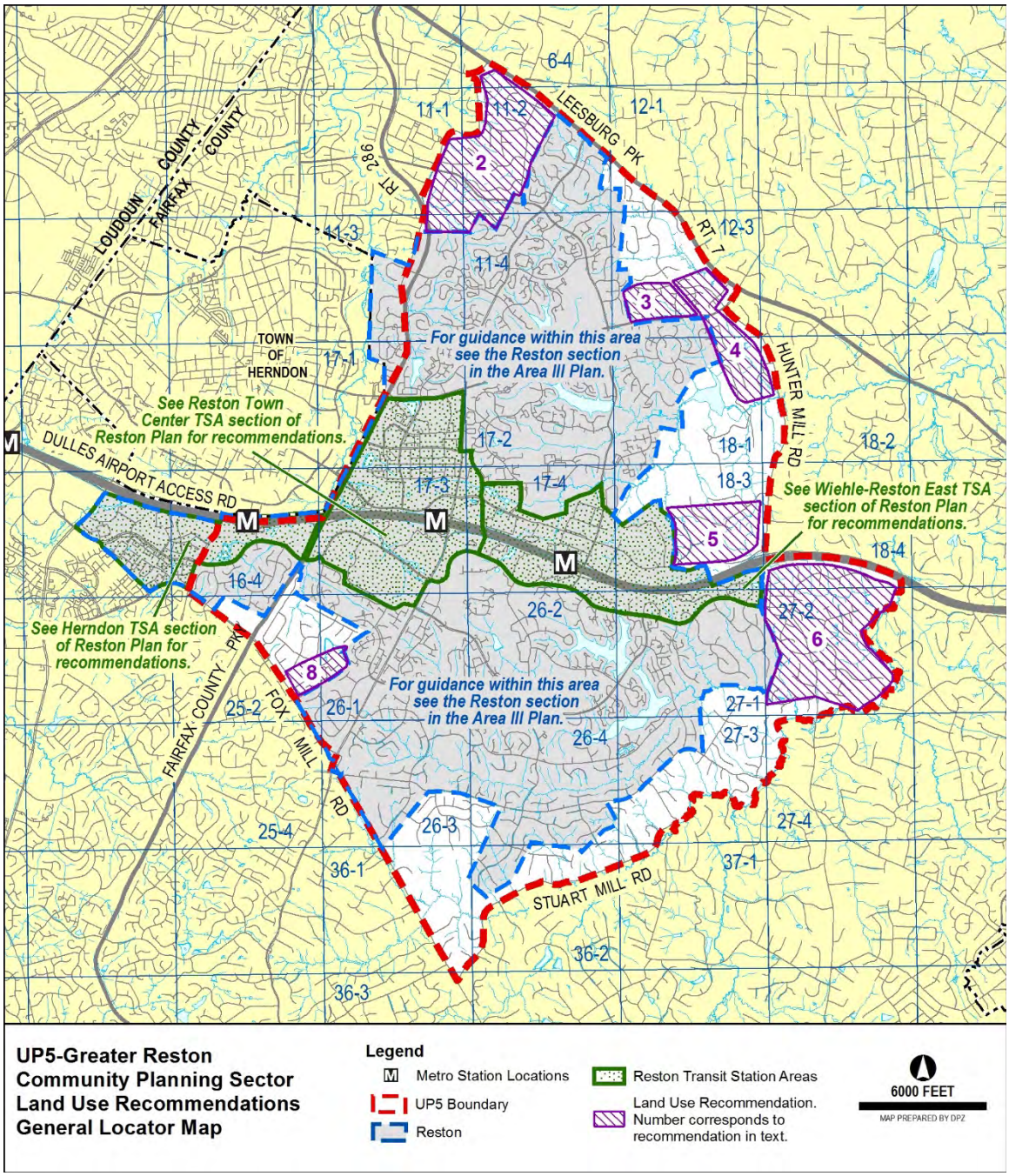
- ~~The development should be in conformance with the Urban Design and Placemaking section located in the Reston Transit Station Areas section of the Plan.~~"

DELETE FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, amended through 12-6-2016, UP-4-Greater Herndon Community Planning Sector, Figure 23 "Land Units for Area in the Vicinity of the Center for Innovative Technology", page 59. A modified version of this figure will be moved to the Dulles Suburban Center:

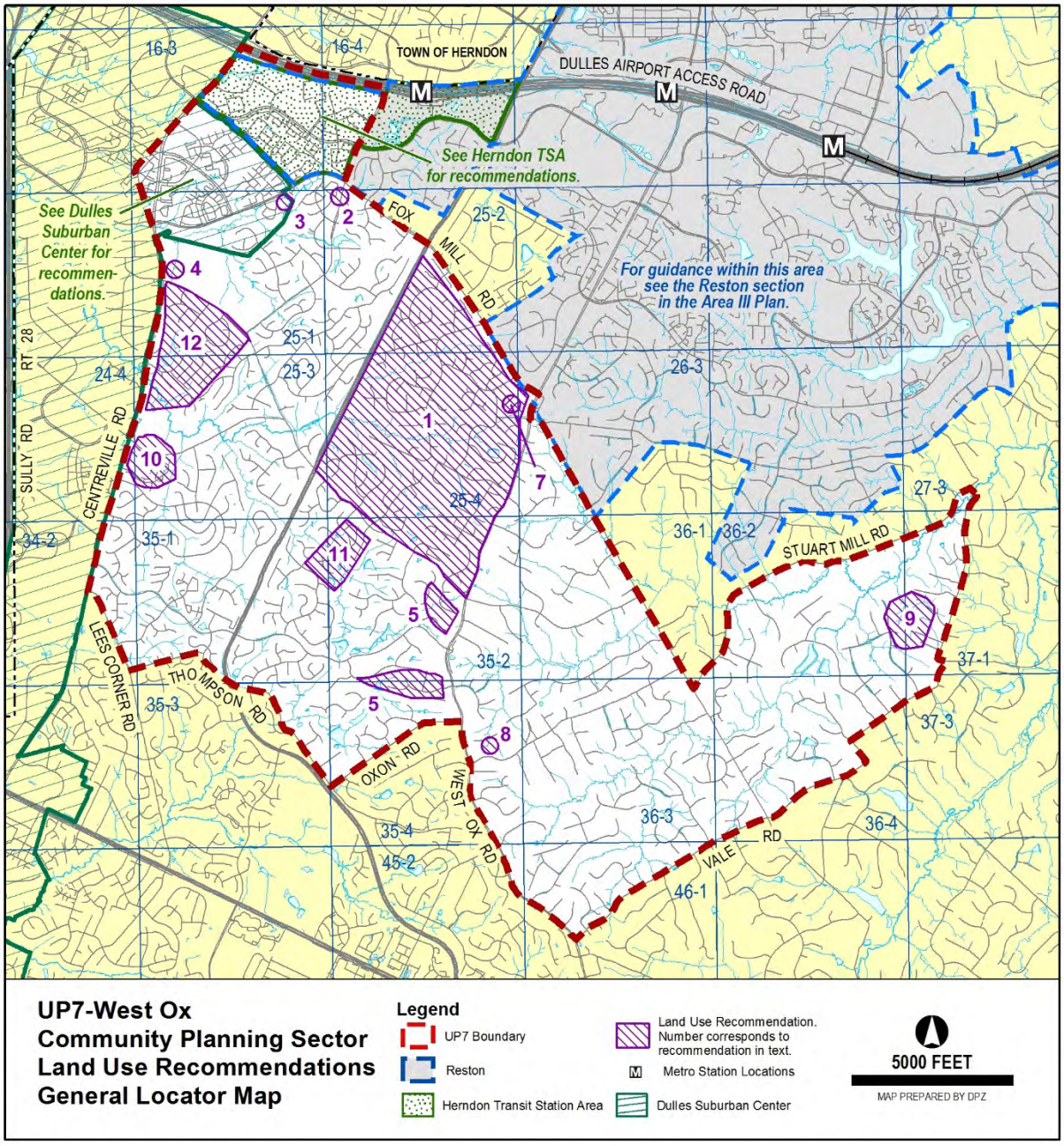
Note: Subsequent figures will be renumbered.



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, amended through 12-6-2016, UP5-Greater Reston Community Planning Sector, Figure 29, "UP5- Greater Reston Community Planning Sector Land Use Recommendations General Locator Map", to show an enlarged Herndon TSA boundary that fully encompasses the future location of the Herndon Metrorail station, page 88:



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, amended through 12-6-2016, UP7-West Ox Community Planning Sector, Figure 35, "UP7 - West Ox Community Planning Sector Land Use Recommendations General Locator Map", to show an enlarged Herndon TSA boundary that fully encompasses the future location of the Herndon Metrorail station, page 103:



ADOPTED CHANGES TO THE AREA IV PLAN

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Rose Hill Planning District, amended through 9-20-2016, Overview, page 1:

"ROSE HILL PLANNING DISTRICT OVERVIEW

OVERVIEW

The Rose Hill Planning District encompasses approximately 9,100 acres, or about four percent of the county. The planning district is generally bounded on the north by the CSX right-of-way and the City of Alexandria; on the east by Telegraph Road, South Kings Highway, and the eastern boundary of Huntley Meadows Park; on the south by the southern boundary of Huntley Meadows Park and Telegraph Road; and on the west by Beulah Street (see Figure 1) The Rose Hill Planning District contains the Kingstowne Community Business Center (CBC) and the Van Dorn Transit Station Area (TSA).

Outside of the Kingstowne CBC and the Van Dorn TSA, the planning district is mostly developed with stable residential neighborhoods. Most contain single-family detached residential units, with townhouses and multifamily residential units located throughout the planning district. A relatively large portion of the planning district is public parkland, much of which consists of Huntley Meadows Park. Neighborhood- and community-serving commercial uses are located at points along major roads within this planning district.

The Rose Hill Planning District is traversed by the Capital Beltway/Interstate 95/495 (I-95/I-495) and several minor arterials including Franconia Road, Telegraph Road, and South Van Dorn Street. The Van Dorn TSA encompasses the Van Dorn ~~Metro~~ Metrorail Station platform, and is located adjacent to ~~the planning district in~~ the City of Alexandria."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Rose Hill Planning District, amended through 9-20-2016, Van Dorn Transit Station Area, page 16:

"VAN DORN TRANSIT STATION AREA

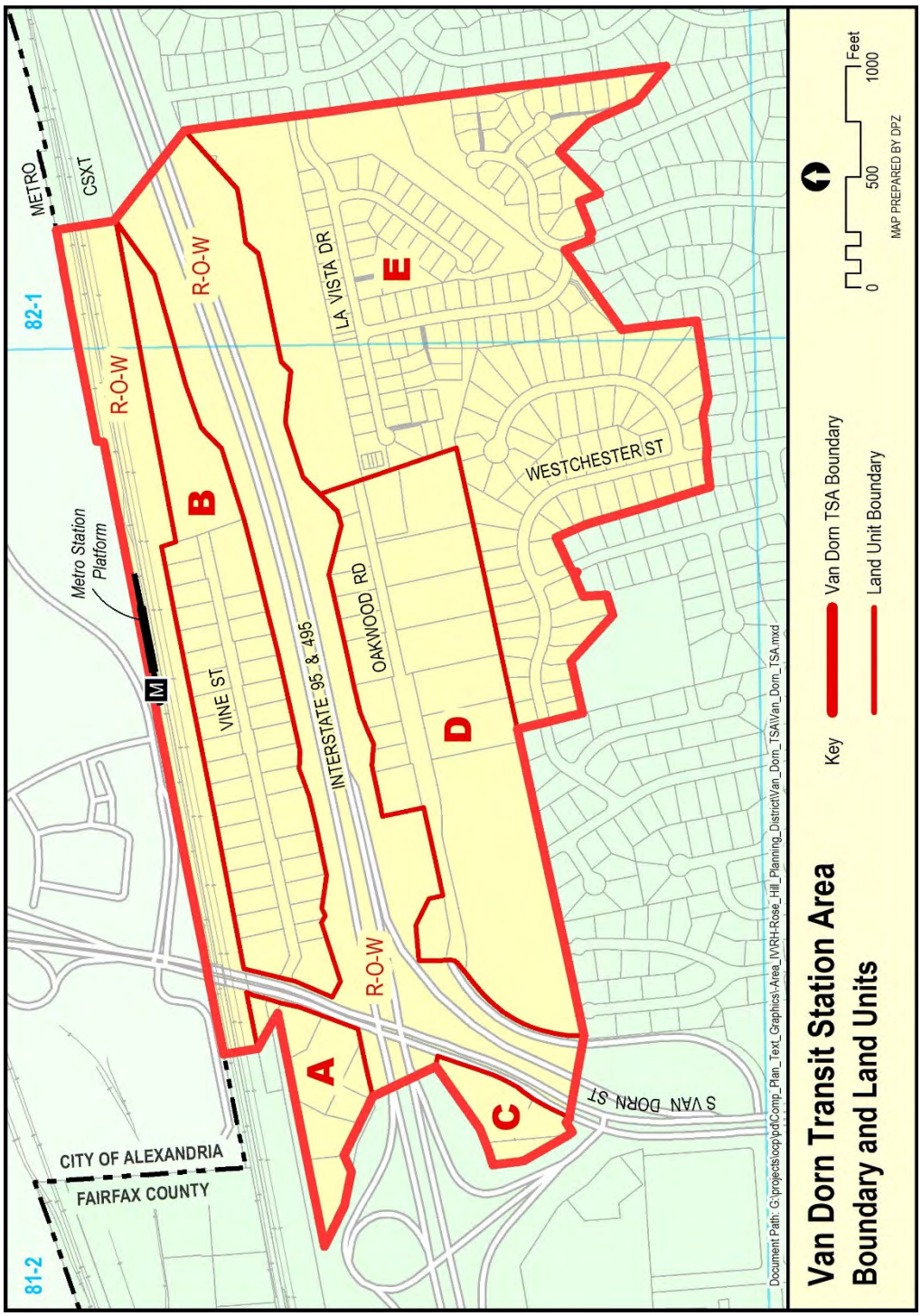
CHARACTER

The Van Dorn Transit Station Area (TSA) encompasses the ~~lies to the south of the~~ Van Dorn ~~Metro~~ Metrorail Station platform—the only part of the station within the County—and is immediately adjacent to the City of Alexandria. The station is located adjacent to the CSX Railroad and Metrorail rights-of-way (see Figure 8), and east of the South Van Dorn/Capital Beltway/Interstate 95/495 (I-95/I-495) interchange. The TSA is mainly sub-divided by east-west transportation corridors: the CSX and Metrorail tracks extend along the area's northern edge with the I-95/I-495 dividing the area into two east-west strips. South Van Dorn Street is the only through north-south road.

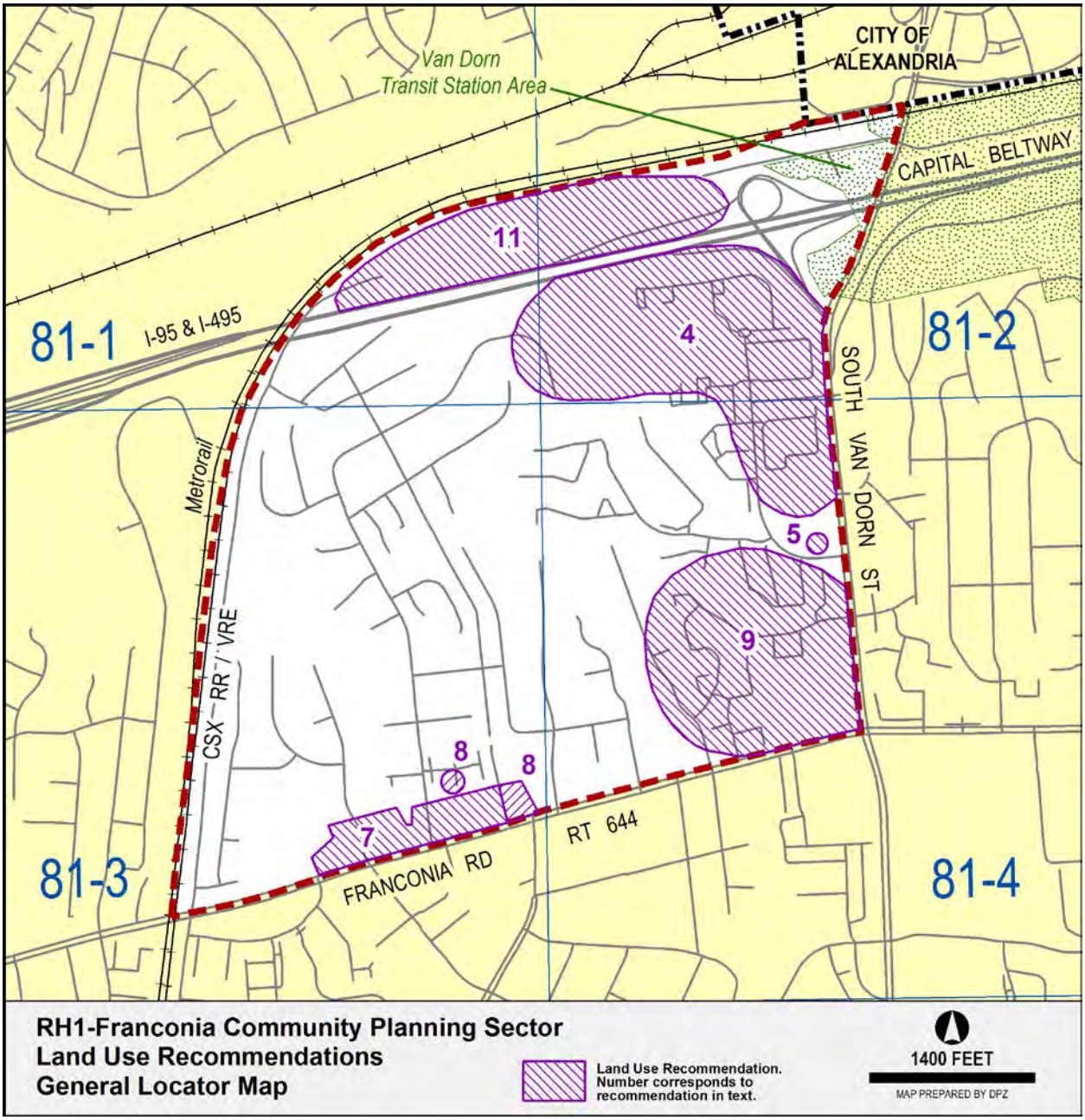
The Transit Station Area contains a variety of predominantly industrial uses such as vehicle and material storage for paving, towing, fuel, and iron works companies. Some residential structures that are located along portions of Vine Street and Oakwood Road have been converted to offices. Smaller parcels (approximately one-half acre) are located along Vine Street with larger parcels along Oakwood Road.

Existing transportation facilities constrain both the present use and future development in the area. The I-95/I-495, the CSX and Metrorail tracks, and the South Van Dorn/I-95/I-495 interchange physically separate portions of the area from the ~~Metro~~ Metrorail Station site. All local vehicular and pedestrian traffic is channeled through the area via South Van Dorn Street resulting in traffic congestion north and south of the interchange. This congestion and lane constraints on South Van Dorn Street and the Beltway limit access to the ~~Metro~~ Metrorail Station."

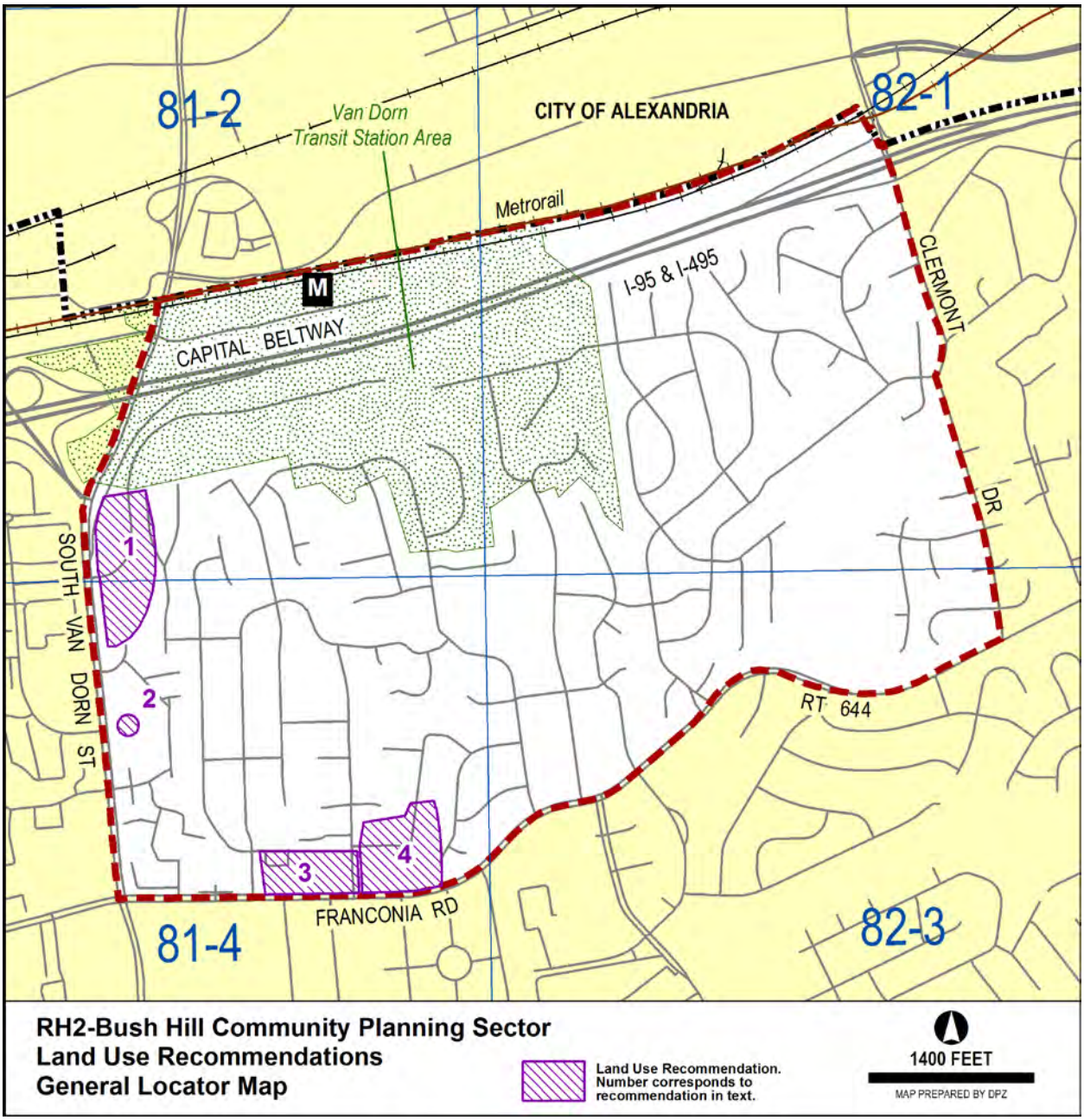
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Rose Hill Planning District, amended through 9-20-2016, Van Dorn Transit Station Area, Figure 8, "Van Dorn Transit Station Area Boundary and Land Units" to show an enlarged Van Dorn TSA small area boundary that encompasses the Van Dorn Metrorail Station platform and is adjacent to the City of Alexandria, page 17:



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Rose Hill Planning District, amended through 9-20-2016, RH1-Franconia Community Planning Sector, Figure 12, "RH1-Franconia Community Planning Sector Land Use Recommendations General Locator Map" to show an enlarged Van Dorn TSA small area boundary that encompasses the Van Dorn Metrorail Station platform and is adjacent to the City of Alexandria, page 31:



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Rose Hill Planning District, amended through 9-20-2016, RH2-Bush Hill Community Planning Sector, Figure 16, "RH2-Bush Hill Community Planning Sector Land Use Recommendations General Locator Map" to show an enlarged Van Dorn TSA small area boundary that encompasses the Van Dorn Metrorail Station platform and is adjacent to the City of Alexandria, page 40:



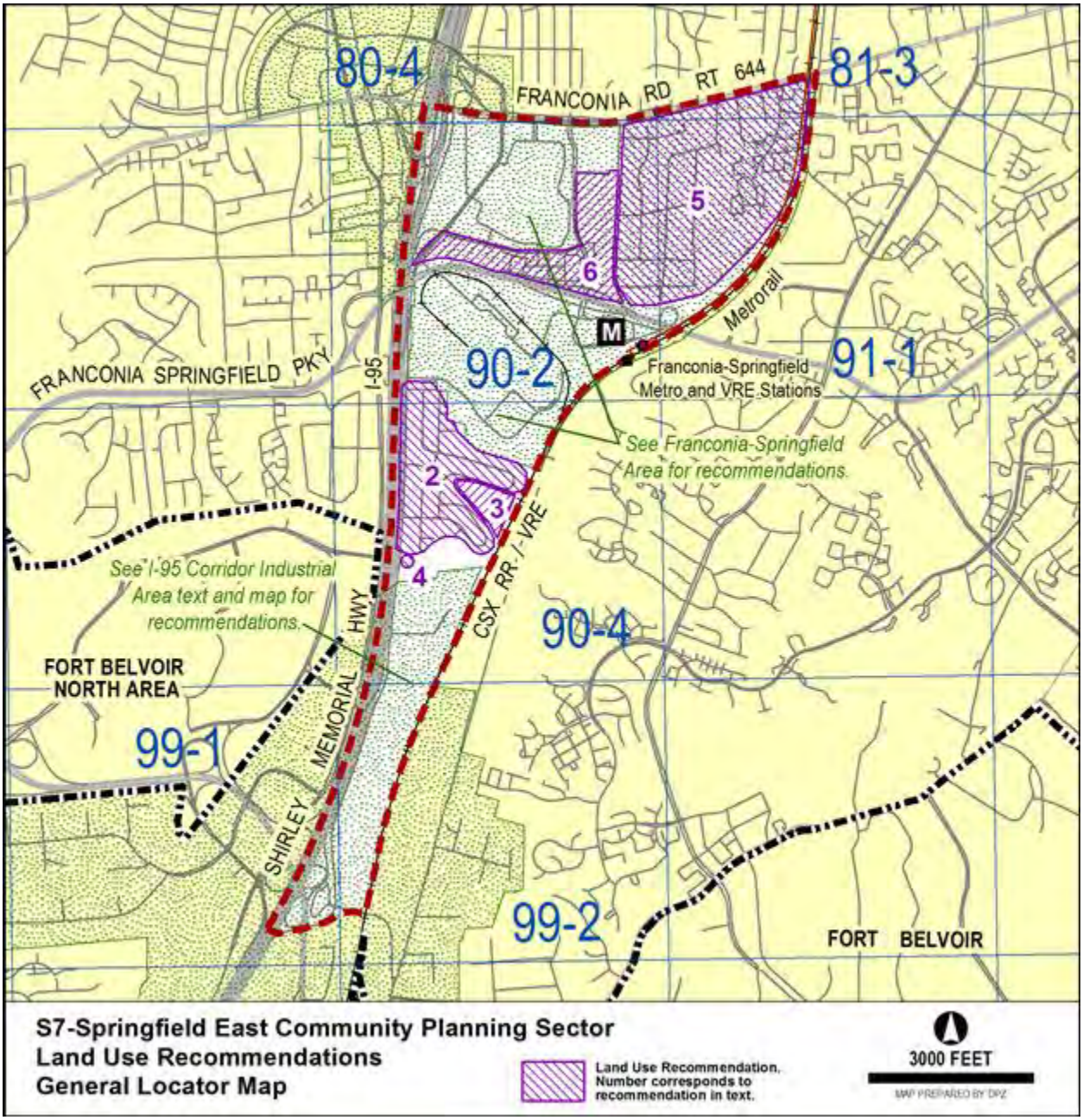
MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Springfield Planning District, amended through 9-20-2016, Overview, page 3:

"The Springfield Community Business Center, the Franconia-Springfield Transit Station Area, and the Fort Belvoir North Area are included in the Comprehensive Plan under the designation Franconia-Springfield Area to reflect the functional and future planned transit interrelationship of these areas.

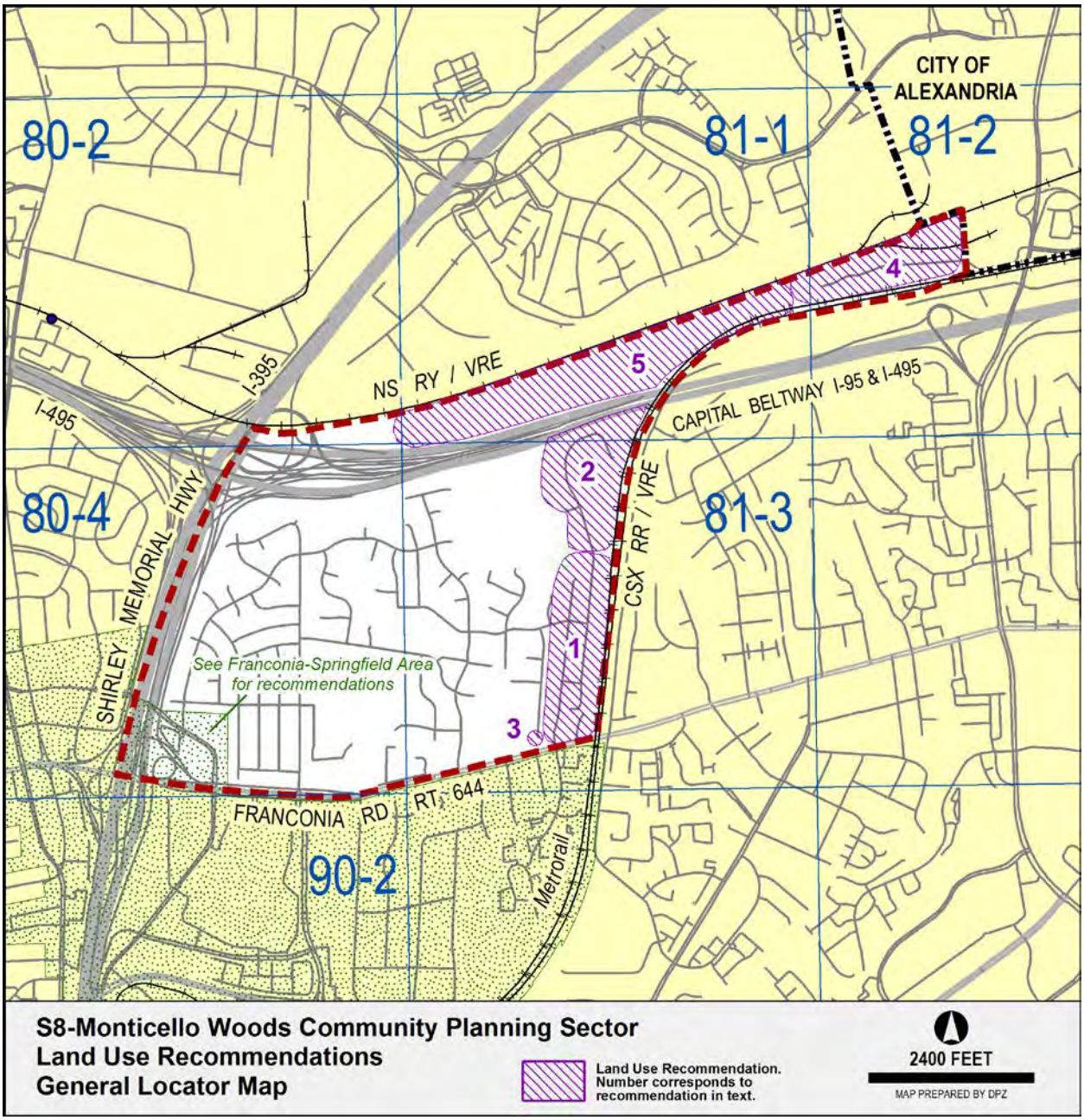
The Springfield Community Business Center (CBC) is one of several mixed-use centers in the county designated by the Concept for Future Development to be the focus of revitalization efforts and to maintain a community-serving commercial role. The Springfield CBC is located in the northern portion of the district, and generally in the vicinity of the intersection of I-95 and Old Keene Mill Road.

The Franconia-Springfield Transit Station Area (TSA) is located to the east, adjacent to the Springfield CBC and ~~includes~~ encompasses the Joe Alexander Transportation Center. The Transportation Center ~~includes~~ encompasses the Virginia Railway Express (commuter rail) Springfield Station, the Greyhound Bus Station, and the Franconia-Springfield Metrorail Station. Recommendations for the development of this area are intended to take advantage of these transportation opportunities while maintaining the viability of nearby land uses."

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Springfield Planning District, amended through 9-20-2016, S7-Springfield East Community Planning Sector, Figure 32, "S7- Springfield East Community Planning Sector Land Use Recommendations General Locator Map" to show an enlarged Franconia-Springfield Area small area boundary that fully encompasses the Franconia-Springfield Metrorail Station, page 77:



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Springfield Planning District, amended through 9-20-2016, S8-Monticello Woods Community Planning Sector, Figure 35, "S8-Monticello Woods Community Planning Sector Land Use Recommendations General Locator Map" to show an enlarged Franconia-Springfield Area small area boundary that fully encompasses the Franconia-Springfield Metrorail Station, page 83:



MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Franconia-Springfield Area and Fort Belvoir North Area, amended through 10-20-2015, Overview, page 1:

"FRANCONIA-SPRINGFIELD AREA AND FORT BELVOIR NORTH AREA

OVERVIEW

The Franconia-Springfield Area is located in the central portion of the Springfield Planning District, generally extending along Interstate 95 (I-95) from Commerce Street to the I-95/Newington interchange to the south, and from the Garfield Elementary School to the CSX Railroad tracks to the east. The Franconia-Springfield Area encompasses the Metrorail station. The area contains two established employment and retail centers, the Springfield Community Business Center and the Franconia-Springfield Transit Station Area (see Figure 1), which also comprise several established neighborhoods and residential areas. The retail centers serve to provide essential and luxury needs and services and job locations to the neighborhoods within and surrounding the area, and to the region.

The majority of the Springfield Community Business Center is located west of I-95, north and south of Old Keene Mill Road. A small portion of the CBC is located east of the Interstate and north of Franconia Road. The CBC offers a variety of community-serving retail goods and services. The CBC contains some housing and has potential for additional mixed-use development. The Community Business Center is envisioned to function as the community-serving urban village of the Franconia-Springfield Area.

The Franconia-Springfield Transit Station Area is located east of I-95 and south of Franconia Road, north of the Loisdale Estates neighborhood, and west of railroad tracks. The Transit Station Area includes several places of interest. The Joe Alexander Transportation Center features Metrorail and Virginia Railway Express service, commuter parking and local and regional bus services. The Transit Station Area also includes Springfield Mall, a regional shopping center, and the General Services Administration (GSA) Parr Warehouse. The redevelopment of the mall into a mixed-use town center represents a major step in the revitalization of the area."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Franconia-Springfield Area and Fort Belvoir North Area, amended through 10-20-2015, Franconia Springfield Area, page 3:

"**FRANCONIA-SPRINGFIELD AREA**

CHARACTER AND LOCATION

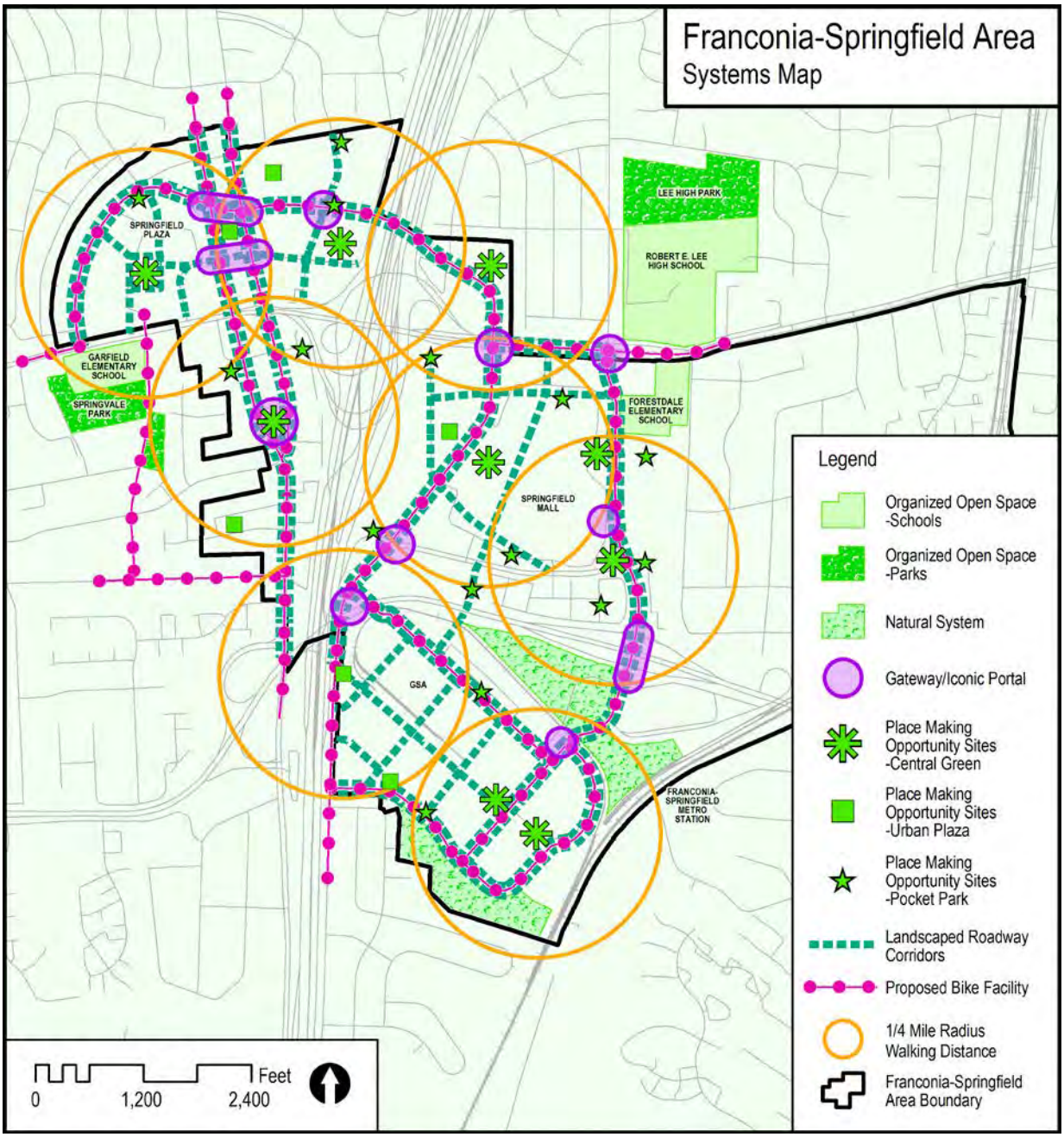
Franconia-Springfield Transit Station Area [*underlined in original text*]

The Franconia-Springfield Transit Station Area is located in the southeast quadrant of the intersection of Interstate 95 (I-95) and Franconia Road, between I-95 and the CSX Railroad tracks. The Transit Station Area ~~includes~~ encompasses the Joe Alexander Transportation Center; the Springfield Mall; retail, office, and hotel uses west of Loisdale Road; retail uses along the east side of Frontier Drive; the GSA Parr Warehouse; and the

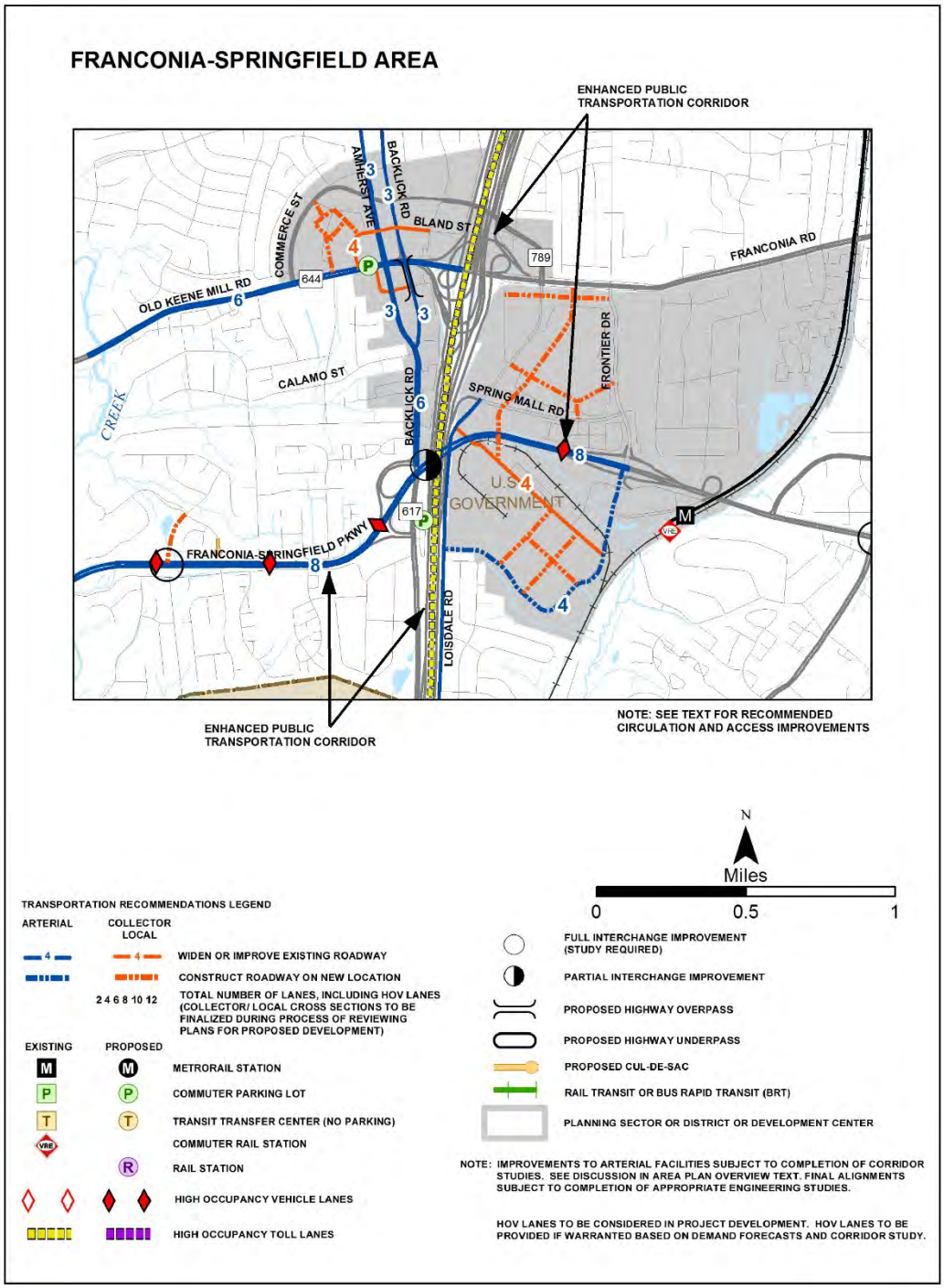
Springfield Center Industrial Park. It also includes the Springfield Crossing, Springfield Station, Springfield Forest, Greenwood townhouses, and New Charleston residential communities. Most of the housing in the area is comprised of single-family detached units with a few multifamily units located north and south of the Franconia-Springfield Parkway (Route 289).

The Joe Alexander Transportation Center is located at a site south of the Franconia-Springfield Parkway adjacent to the CSX Railroad right-of-way. The Transportation Center ~~includes~~ encompasses a ~~Metro~~ Metrorail Station, a Virginia Railway Express commuter rail station, a Greyhound bus station, approximately 5,000 parking spaces, and local bus transfer facilities."

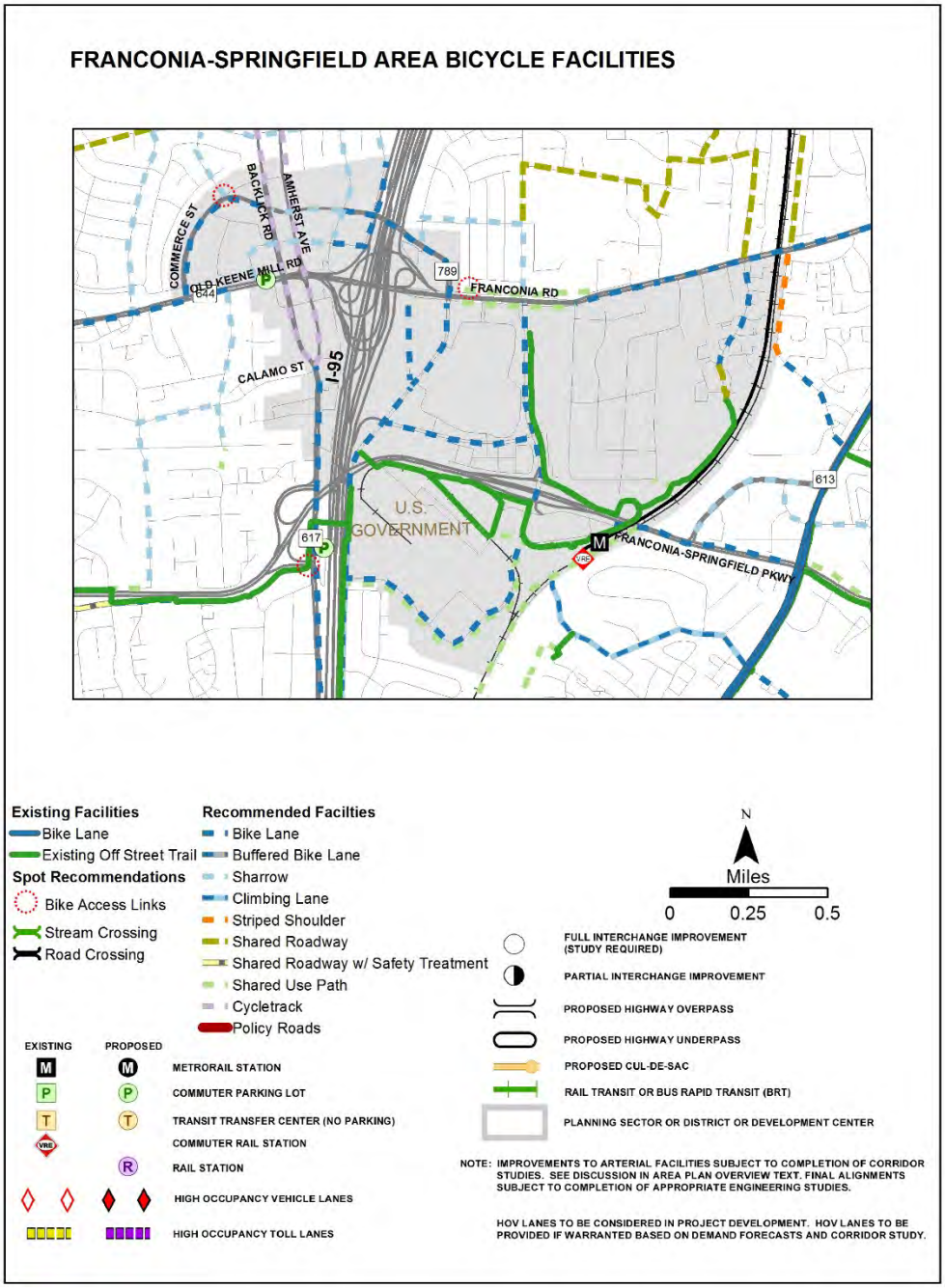
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Franconia-Springfield Area and North Fort Belvoir Area, amended through 10-20-2015, Franconia Springfield Area, Figure 2, "Franconia-Springfield Area Systems Map" to show an enlarged Franconia-Springfield Area small area boundary that fully encompasses the Franconia-Springfield Metrorail Station, page 7:



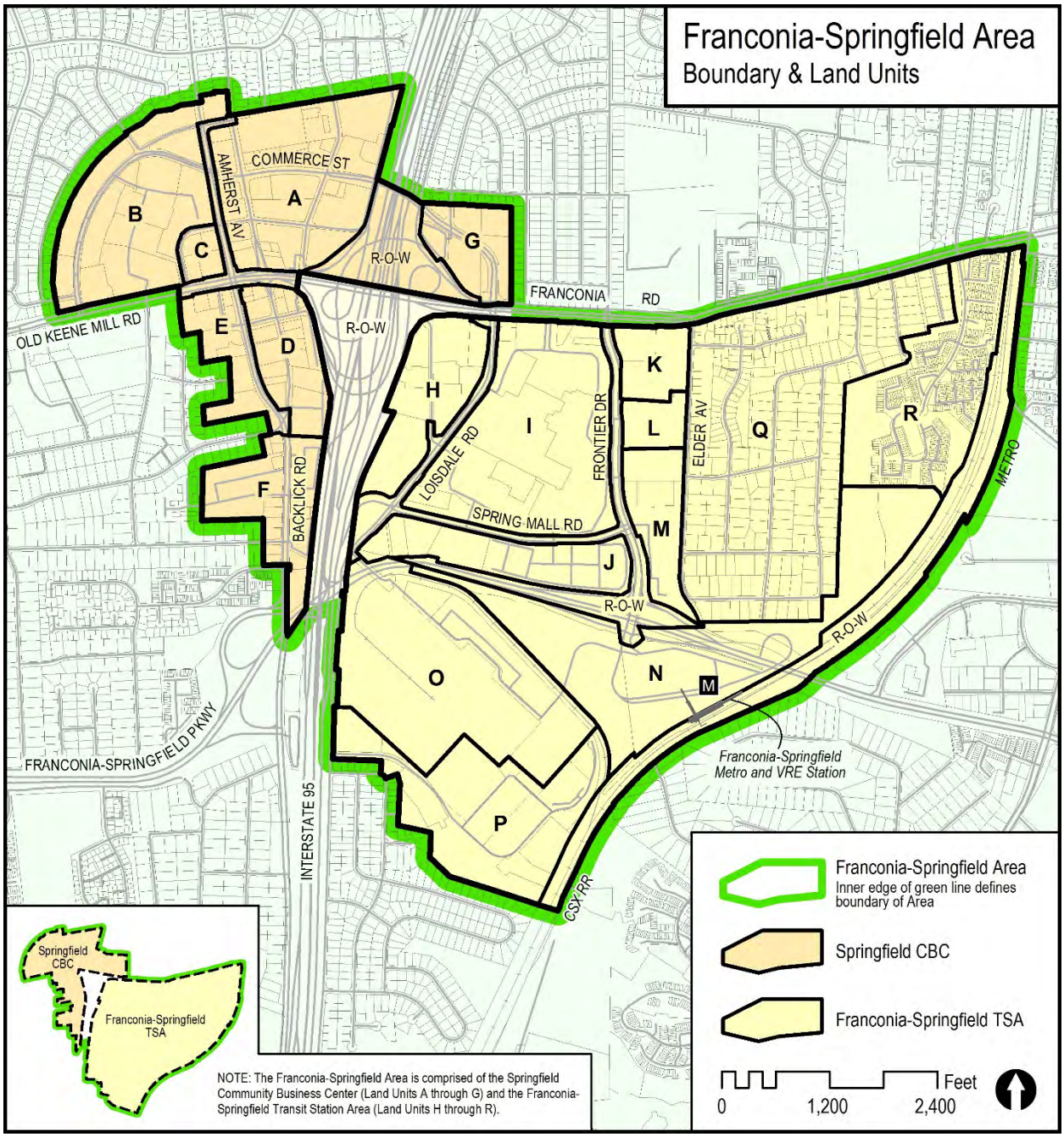
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Franconia-Springfield Area and North Fort Belvoir Area, amended through 10-20-2015, Franconia Springfield Area Area-wide Recommendations, Figure 3, "Transportation Recommendations" to show an enlarged Franconia-Springfield Area small area boundary that fully encompasses the Franconia-Springfield Metrorail Station, page 21:



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Franconia-Springfield Area and North Fort Belvoir Area, amended through 10-20-2015, Franconia Springfield Area Area-wide Recommendations, Figure 4, "Recommended Bicycle Facilities" to show an enlarged Franconia-Springfield Area small area boundary that fully encompasses the Franconia-Springfield Metrorail Station, page 25:



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Franconia-Springfield Area and North Fort Belvoir Area, amended through 10-20-2015, Franconia Springfield Area Land Unit Recommendations, Figure 7, "Franconia-Springfield Area Land Unit Map" to show an enlarged Franconia-Springfield Area small area boundary that fully encompasses the Franconia-Springfield Metrorail Station, page 36:



COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will change to show the enlarged mixed-use small area boundaries described herein.

TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map will not change.