

**Multimodal District Plan**  
for the  
**Innovation Center Transit Station Area**  
**Phase 2 Submission**

August 2022



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Virginia Publication

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## **Review/Summary of the Multimodal System Plan**

The following is an excerpt from the “Fairfax County Methodology for Developing a Multimodal System Plan”, a document that articulates how, using the DRPT Guidelines (March 2020), to create a multimodal system plan that would ultimately allow the application of Virginia Department of Transportation’s (VDOT) Road Design Manual Appendix B (2) “Multimodal Design Standards for Mixed Use Centers” for certain areas within Fairfax County. The entire methodology document was included as an attachment in our previous submissions to date, however the following is provided as a summary of the process:

**Multimodal System Plan Defined:** According to the Department of Rail and Public Transit (DRPT), a Multimodal System Plan for a local jurisdiction is “an integrated land use and multimodal transportation plan that shows the key Multimodal Districts, Centers and Multimodal Corridors in a region and ensures that there is a connected circulation network for all travel modes. Such a plan can either be done “from scratch” or, more often, by assembling all of the existing land use and transportation plans into a unified whole.” Fairfax County has taken the latter approach because the Comprehensive Plan includes recommendations for multimodal transportation components. Furthermore, the county’s Comprehensive Plan is reviewed regularly, and Plan amendments and land use studies are supported by transportation planning analysis in accordance with state and federal requirements.

**Fairfax County’s Multimodal System Plan:** The Multimodal System Plan is comprised of both countywide and activity center level components. The countywide components include a **Countywide Multimodal Corridor Map** that displays the connectivity and modes between activity centers, and a **Countywide Multimodal System Plan Map** that assembles all of the modal networks onto one map. The Multimodal Corridor Map will include supporting tables listing the roadways using DRPT classifications for each core area. The activity center level components consist of the **Multimodal District Plans for Fairfax County Activity Centers**. Each Multimodal District Plan will delineate the boundaries of where the standards apply, reclassify roadways using DRPT categories, and identify modal emphasis. They also will contain the supporting documentation for District and Core classifications for each activity center. Both the county-wide and activity center level documents and maps will be submitted to VDOT for review and approval and, collectively, will comprise the county’s Multimodal System Plan.

The Guidelines identify five steps that local jurisdictions can follow in developing a Multimodal Systems Plan. This document describes how Fairfax County approached each of the five steps.

**VDOT Submittal Process:** It was mutually determined by Fairfax County, VDOT and DRPT that the submittal process for VDOT to review and approve each Multimodal District Plan will be broken into two phases:

### Phase I Submittal: Steps 1 – 5

The Phase I Submittal package includes:

- A. A narrative describing the Multimodal District and Center
- B. Calculations showing how the Activity Density Classification is derived. For the Innovation Center Transit Station Area, the areas planned for transit station mixed use and residential mixed use are classified as a P6 multimodal center type. According to Guidelines, this is the most urban center type in terms of planned density and intensity of land uses.

- C. Series of maps showing the existing and future transportation network, including pedestrian, bicycle, transit connectivity
- D. Chart listing DRPT functional classification of each street in the District
- E. Chart listing the modal emphasis (pedestrian, bicycle, transit, parking, green) for each street

Phase II Submittal: Step 6

- A. Typical sections for each street in the District (excluding local streets)

*Fairfax County is to submit each application directly to VDOT who will distribute the package to VDOT staff as well as DRPT with a 60-day review window. Each Phase I application is to be submitted and approved prior to the submittal of Phase II.*

**Summary of the Innovation Center Transit Station Areas (TSA) Submission:**

In accordance with the process outlined above, the County has completed the Phase I Submittal for the Innovation Center TSA. VDOT has approved the Phase I Submittal and authorized us to proceed with the Phase II Submittal.

**Phase II Submittal** - The submission includes the following information pertaining to typical sections and dimensions for the existing roadways with the Innovation Center Transit Station Area:

- **Multimodal District Map** depicting the boundaries of each Transit Station Area, core area of development highlighted in green, the ¼ and ½ walksheds from the Metrorail station, and the transect zone areas with the district. This map was included in the Phase I Submittal.
- **Multimodal District Table** listing all the roadways within the district, the VDOT Functional Classification, the DRPT Classification and the Modal Emphasis included in the Phase I submissions, and the optimal dimensions for the various roadway and streetscape elements based on the DRPT Classification and taken from the corresponding DRPT Multimodal System Design Guidelines Appendix I: Typical Sections. The table also contains a Reference # that corresponds to a graphic depiction of the roadway and streetscape elements for each roadway as defined in the Multimodal District Table. These depictions can be found as Appendix I of this document.
- **Appendix I: Typical Sections** representing a graphic depiction of the roadway and streetscape elements for each roadway as defined in the Multimodal District Table based on DRPT Classification and the Modal Emphasis.
- **Appendix II: (DRAFT) Waiver Request Form:** In some cases, the optimal typical sections require a significant amount of right-of-way for the roadways and streetscape dimension or there are existing site constraints that would limit the dimensions for these elements. If these standards could not be met, a waiver will be required. This form was created based on the cover sheet provided on Tysons street standards waivers currently submitted by developers/landowners.



## **Multimodal District Maps & Tables:**

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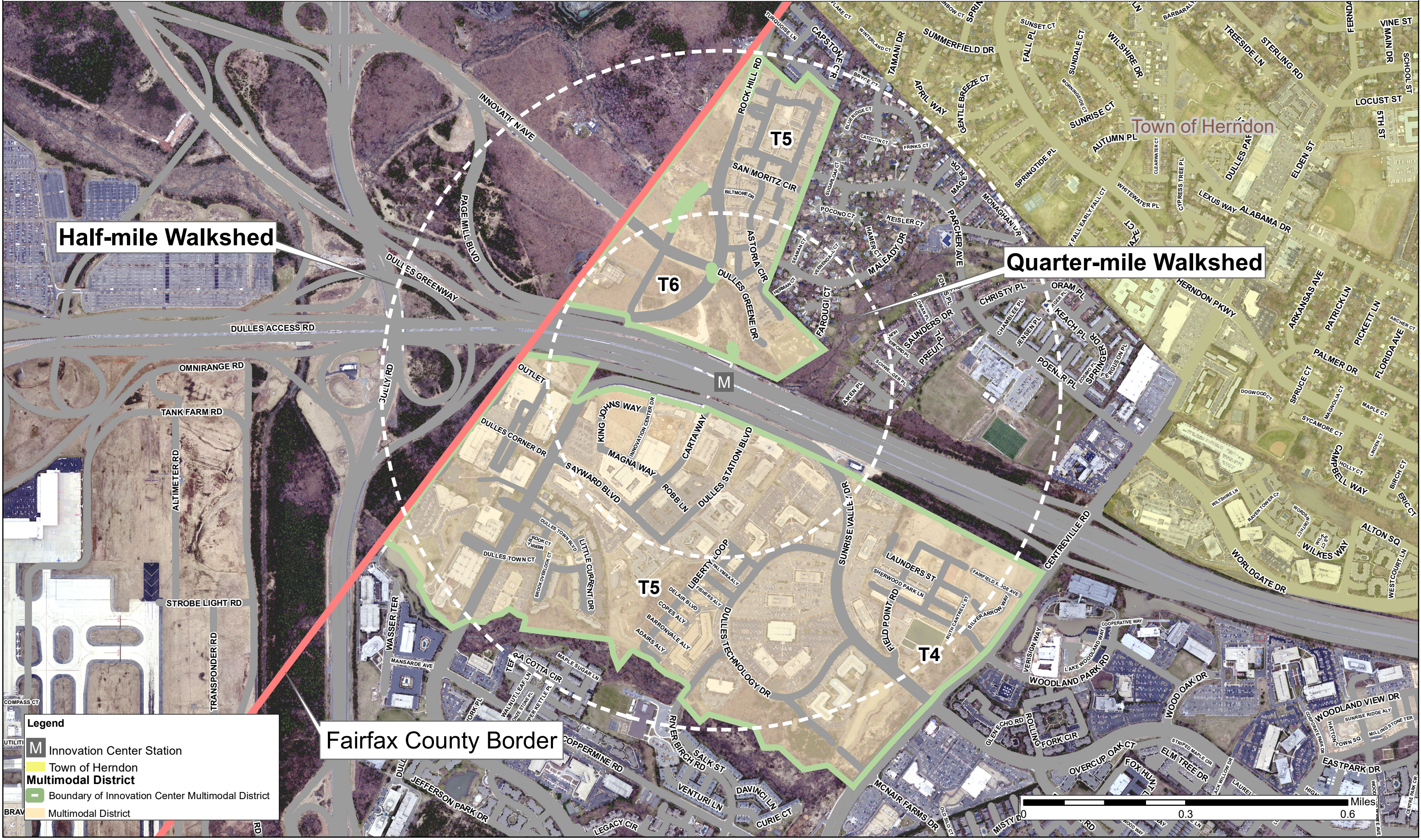
The **Multimodal District Map** depicts the boundaries of each Transit Station Area, core area of development highlighted in green, the ¼-mile and ½-mile walksheds from the Metrorail station, and the transect zone areas with the district.

The **Multimodal District Table** lists all the existing roadways within the district, the VDOT Functional Classification, the DRPT Classification and the Modal Emphasis included in the Phase I submissions, and the optimal dimensions for the various roadway and streetscape elements based on the DRPT Classification and taken from the corresponding DRPT Multimodal System Design Guidelines Appendix A: Corridor Matrix. The table also contains a Reference # that corresponds to a graphic depiction of the roadway and streetscape elements for each roadway as defined in the Multimodal District Table. These depictions can be found as Appendix I of this document.





# Figure 1: Innovation Center TSA Multimodal District



Half-mile Walkshed

Quarter-mile Walkshed

Fairfax County Border

- Legend**
- Innovation Center Station
  - Town of Herndon
  - Multimodal District
  - Boundary of Innovation Center Multimodal District
  - Multimodal District

0.3 0.6 Miles



Innovation Center Transit Station Area

Name	From	To	VDOT Functional Classification	FCDOT Functional Classification	DRPT Classification	Modal Emphasis	Typical Section	Building Zone	Sidewalk	LAP	Curb & Gutter	Parking	Bike Lane	Travel Lane	Curb + Shy or CL Stripe	Median
Centreville Road	McNair Farms Drive	DAAR*	Minor Arterial	Minor Arterial A	Through Corridor	Bicycle, Pedestrian, Transit	T1, T2	15-25	14	7.5	2.5	--	5	12	1.5	18
Innovation Avenue	Rock Hill Road	Loudoun County	Major Collector	Local	Local	Bicycle, Pedestrian, Transit	L1, L2	8	8	7	2.5	--	5	11	1.5	18
Sunrise Valley Drive	Centerville Road	End	Major Collector	Minor Arterial B	Avenue	Bicycle, Pedestrian, Transit, Median	A1, A2, A3, A4, A5, A6	8	8	7	2.5	--	5	12	1.5	18
River Birch Road	Dulles Technology Drive	End	Minor Collector	Local	Local	Bicycle, Pedestrian, Parking	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Innovation Center Drive	Entirety	NA	Local	Local	Local	Bicycle, Pedestrian	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Dulles Corner Drive	Entirety	NA	Local	Local	Local	Bicycle, Pedestrian, Median	L1, L2	8	6	7	2.5	8.5	5	11	1.5	18
Dulles Corner Lane	Entirety	NA	Local	Local	Local	Bicycle, Pedestrian, Median	L1, L2	8	6	7	2.5	8.5	5	11	1.5	18
Dulles Corner Park	Entirety	NA	Local	Local	Local	Bicycle, Pedestrian, Median	L1, L2	8	6	7	2.5	8.5	5	11	1.5	18
Dulles Station Boulevard	Entirety	NA	Local	Local	Local	Bicycle, Pedestrian, Median	L1, L2	8	6	7	2.5	8.5	5	11	1.5	18
Dulles Town Boulevard	Entirety	NA	Local	Local	Local	Bicycle, Pedestrian, Median	L1, L2	8	6	7	2.5	8.5	5	11	1.5	18
Dulles Greene Boulevard	Entirety	NA	Local	Local	Local	Bicycle, Pedestrian, Parking	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Fairfield Ridge Avenue	Entirety	NA	Local	Local	Local	Bicycle, Pedestrian, Parking	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Field Point Road	Entirety	NA	Local	Local	Local	Bicycle, Pedestrian, Parking	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Wind Charm Street	Entirety	NA	Local	Local	Local	Bicycle, Pedestrian, Parking	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Arrowbrook Centre Dr	Centreville Road	End	Local	Local	Local	Bicycle, Pedestrian, Parking, Median	L1, L2	8	6	7	2.5	8.5	5	11	1.5	18
Carta Way	Entirety	NA	Local	Local	Local	Bicycle, Pedestrian, Transit	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Dulles Technology Drive	Entirety	NA	Local	Local	Local	Bicycle, Pedestrian, Transit	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Sayward Boulevard	Entirety	NA	Local	Local	Local	Bicycle, Pedestrian, Transit	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Biltmore Drive	Entirety	NA	Local	Local	Local	Pedestrian	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Launders Street	Entirety	NA	Local	Local	Local	Pedestrian	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Magna Way	Entirety	NA	Local	Local	Local	Pedestrian	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Merrybrook Court	Entirety	NA	Local	Local	Local	Pedestrian	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Robb Lane	Entirety	NA	Local	Local	Local	Pedestrian	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Sherwood Park Lane	Entirety	NA	Local	Local	Local	Pedestrian	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Little Current Drive	Entirety	NA	Local	Local	Local	Pedestrian	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Dulles Corner Boulevard	Entirety	NA	Local	Local	Local	Pedestrian, Median	L1, L2	8	6	7	2.5	8.5	5	11	1.5	18
Astoria Circle	Entirety	NA	Local	Local	Local	Pedestrian, Parking	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Brook Overlook Court	Entirety	NA	Local	Local	Local	Pedestrian, Parking	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Dulles Circle	Entirety	NA	Local	Local	Local	Pedestrian, Parking	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Dulles Town Court	Entirety	NA	Local	Local	Local	Pedestrian, Parking	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
King Johns Way	Entirety	NA	Local	Local	Local	Pedestrian, Parking	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Rock Hill Road	NA	NA	Local	Local	Local	Pedestrian, Parking	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Ruth Cantrell Street	Entirety	NA	Local	Local	Local	Pedestrian, Parking	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
San Moritz Circle	Entirety	NA	Local	Local	Local	Pedestrian, Parking	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Shrewsbury Court	Entirety	NA	Local	Local	Local	Pedestrian, Parking	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Trippe Lane	Entirety	NA	Local	Local	Local	Pedestrian, Parking	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--
Wasser Terrace	Entirety	NA	Local	Local	Local	Pedestrian, Parking, Median	L1, L2	8	6	7	2.5	8.5	5	11	1.5	18
Davis Drive Extension	Sunrise Valley Drive	Loudoun County		Collector		Bicycle, Pedestrian, Transit	L1, L2	8	6	7	2.5	8.5	5	11	1.5	--

## **Appendix I: Typical Sections**

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The following **Typical Sections** represent a graphic depiction of the roadway and streetscape elements for each roadway as defined in the Multimodal District Tables for the Innovation Center Transit Station Areas. The typical sections are based on the DRPT Classification and the Modal Emphasis.

### **Acronyms:**

CL – Centerline

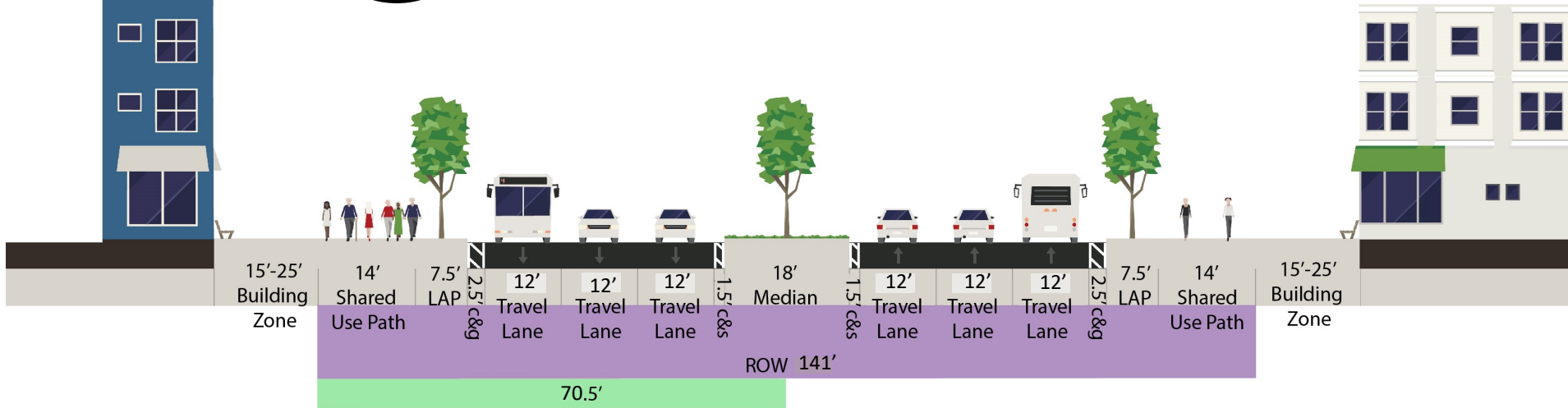
c&g – Curb and Gutter

c&s – Curb and Shy

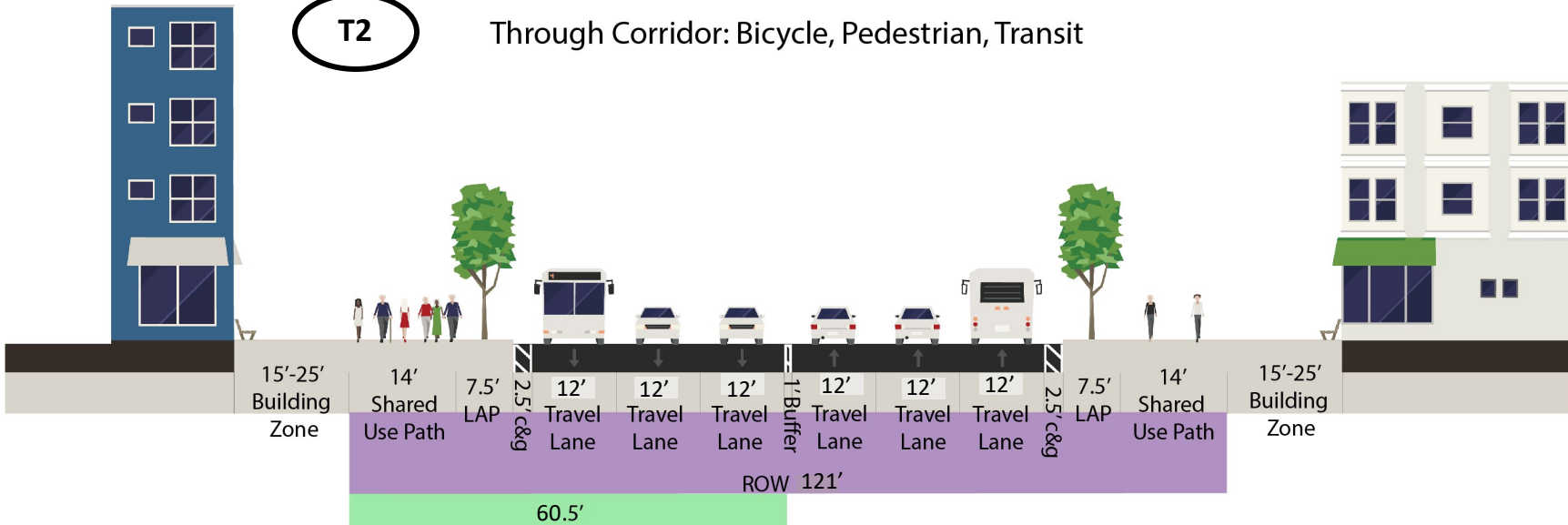
LAP – Landscape Amenity Panel

ROW – Right-of-Way

**T1** Through Corridor: Bicycle, Pedestrian, Transit, Median

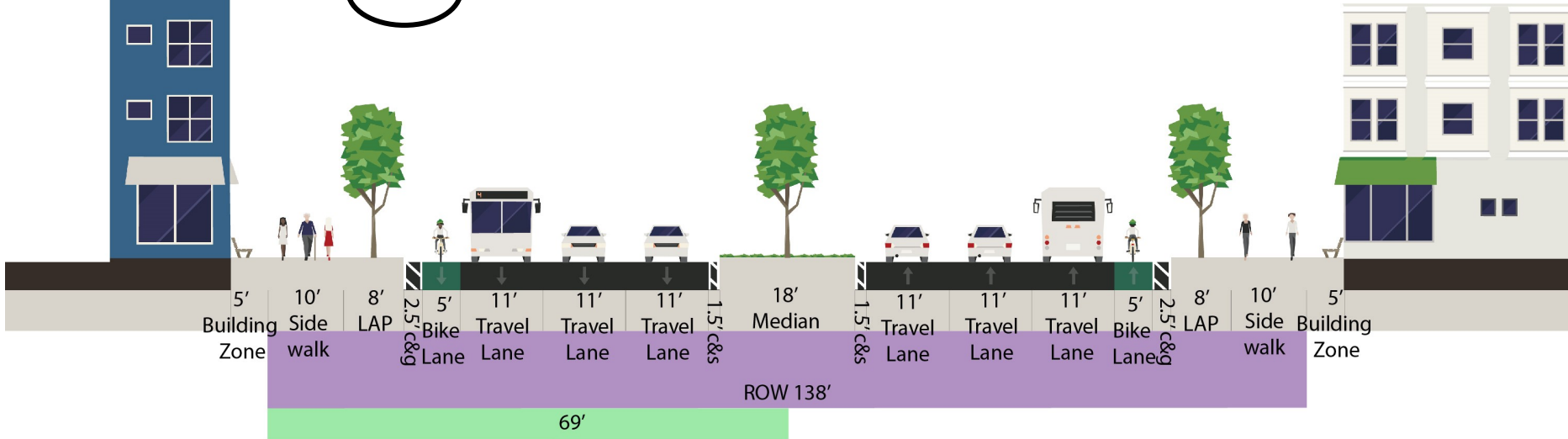


**T2** Through Corridor: Bicycle, Pedestrian, Transit



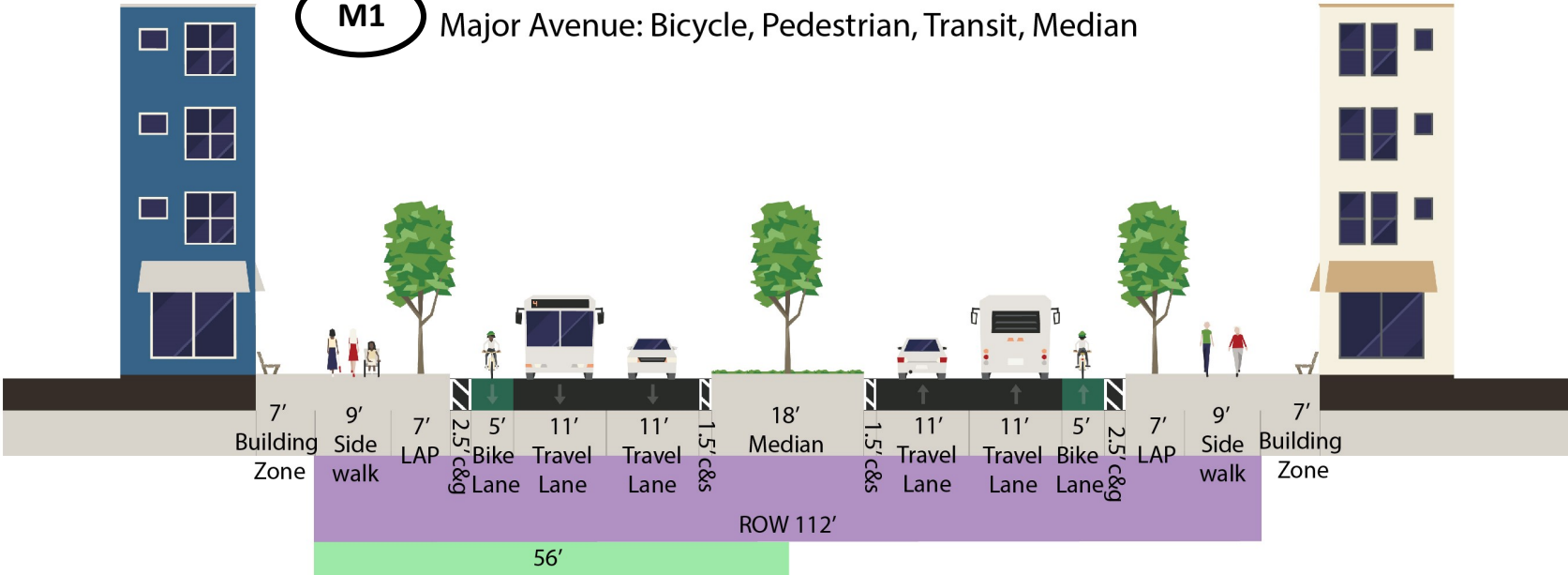
**B1**

Boulevard: Bicycle, Pedestrian, Transit, Median



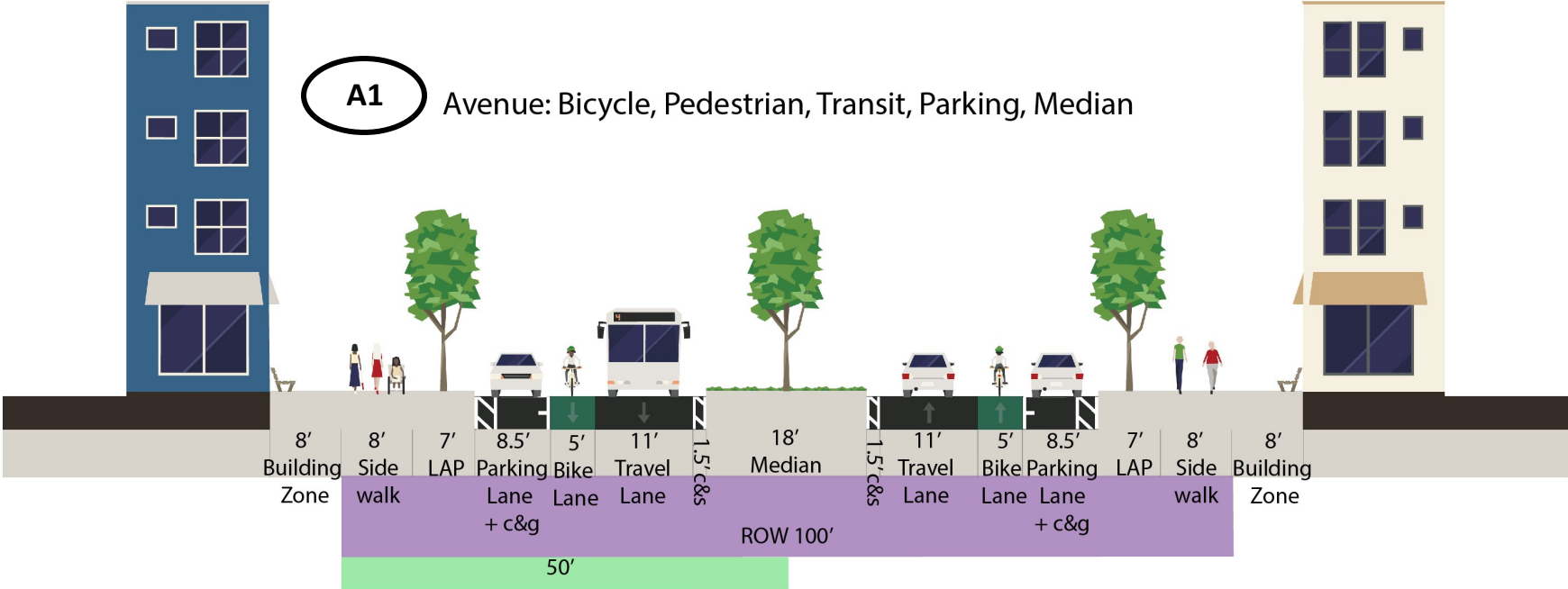
**M1**

Major Avenue: Bicycle, Pedestrian, Transit, Median



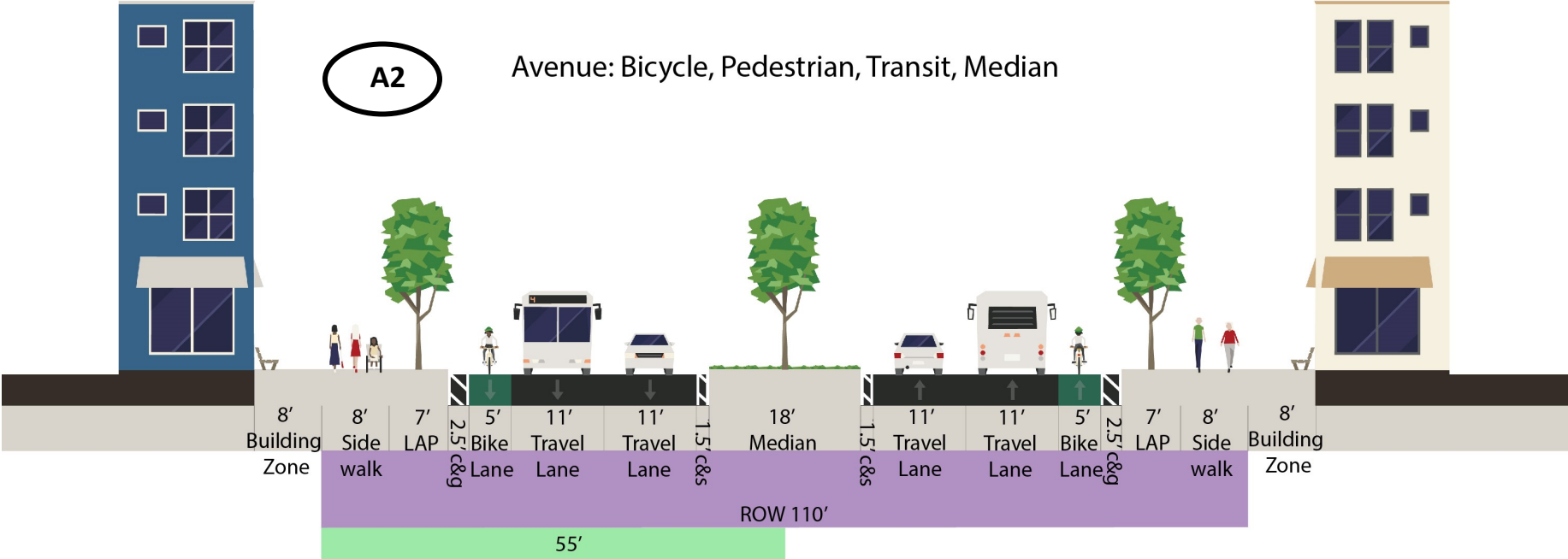
**A1**

Avenue: Bicycle, Pedestrian, Transit, Parking, Median



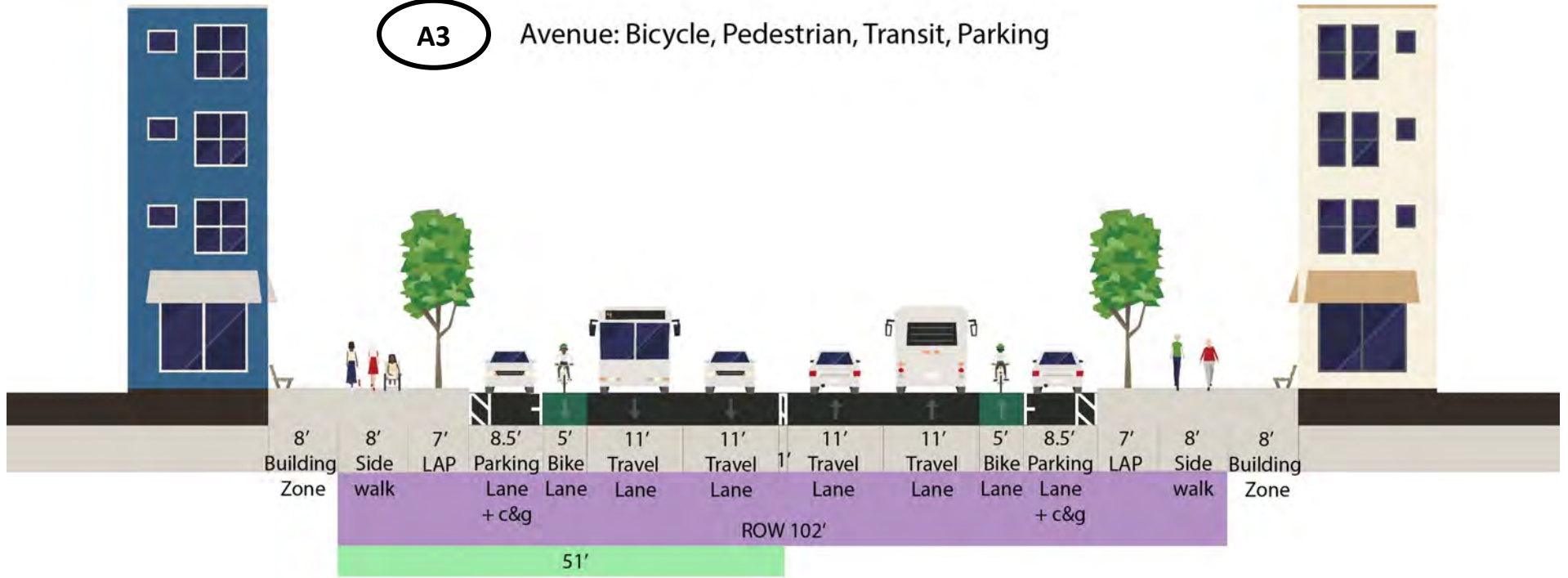
**A2**

Avenue: Bicycle, Pedestrian, Transit, Median



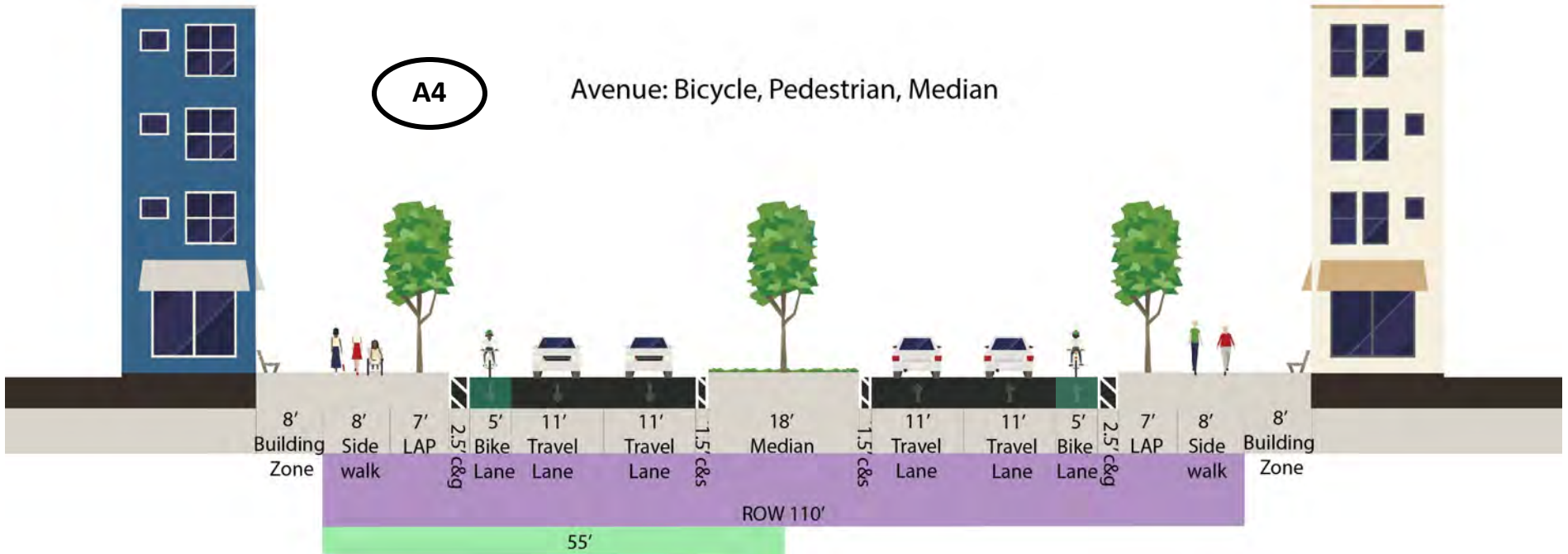
**A3**

Avenue: Bicycle, Pedestrian, Transit, Parking



**A4**

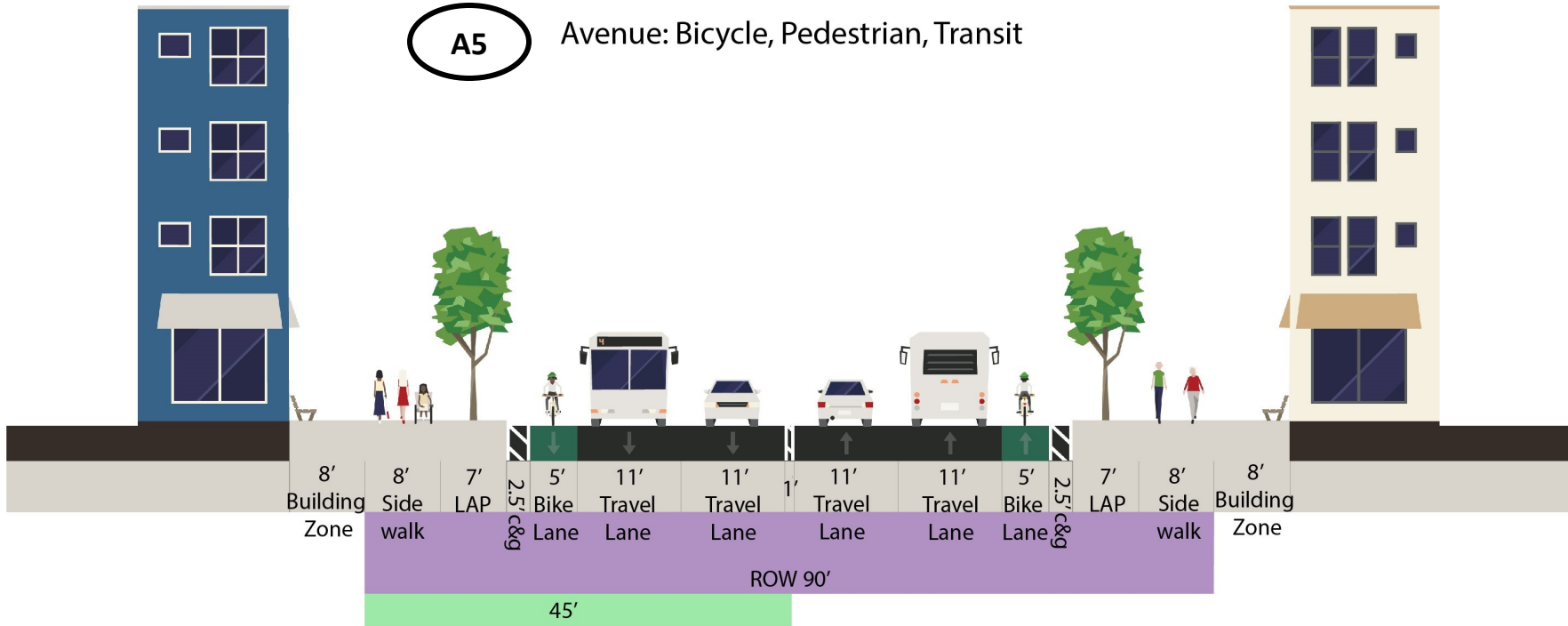
Avenue: Bicycle, Pedestrian, Median





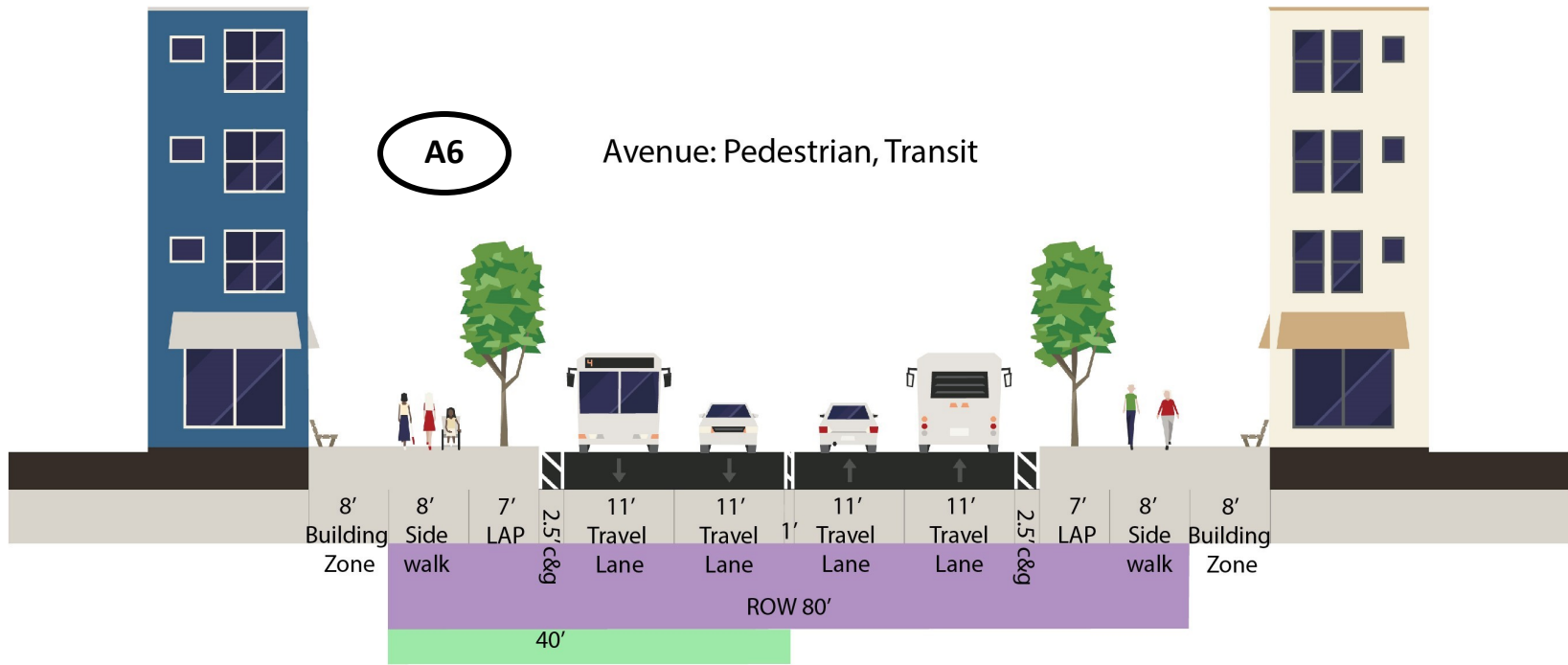
**A5**

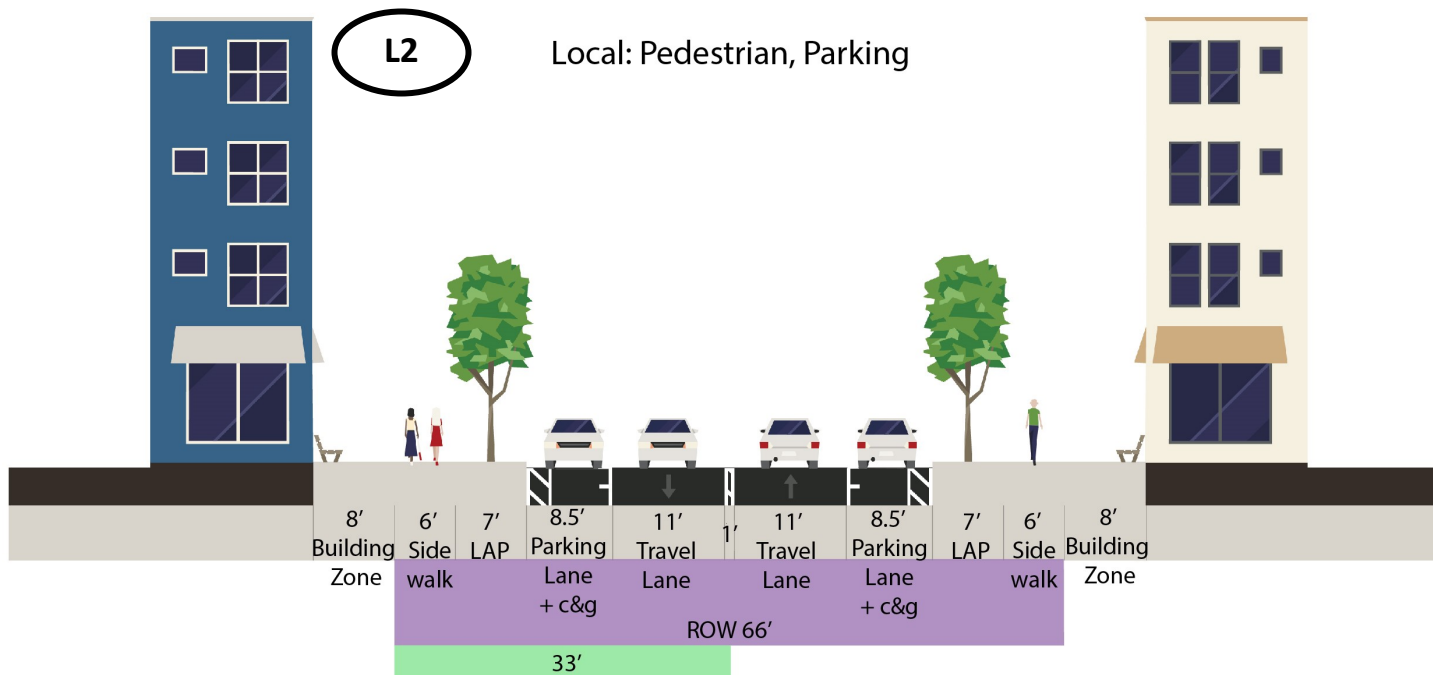
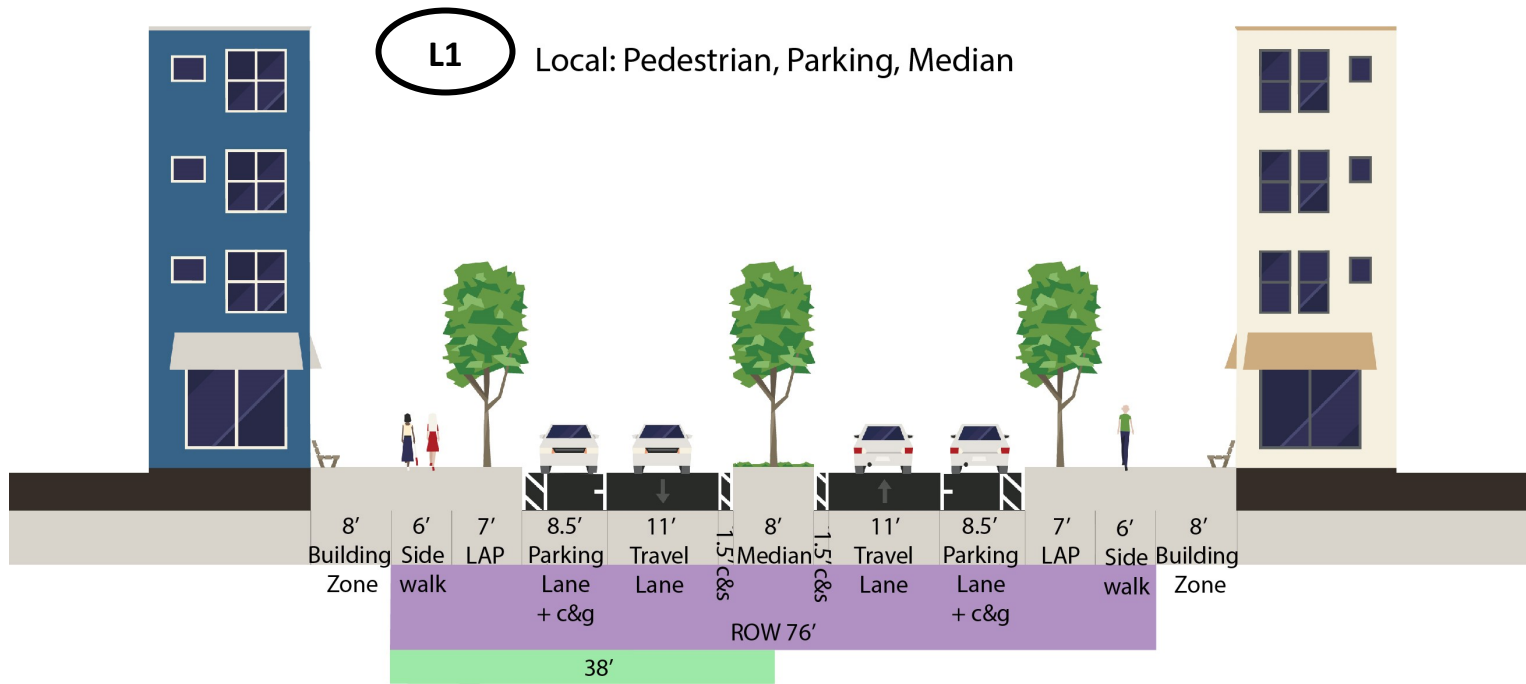
Avenue: Bicycle, Pedestrian, Transit

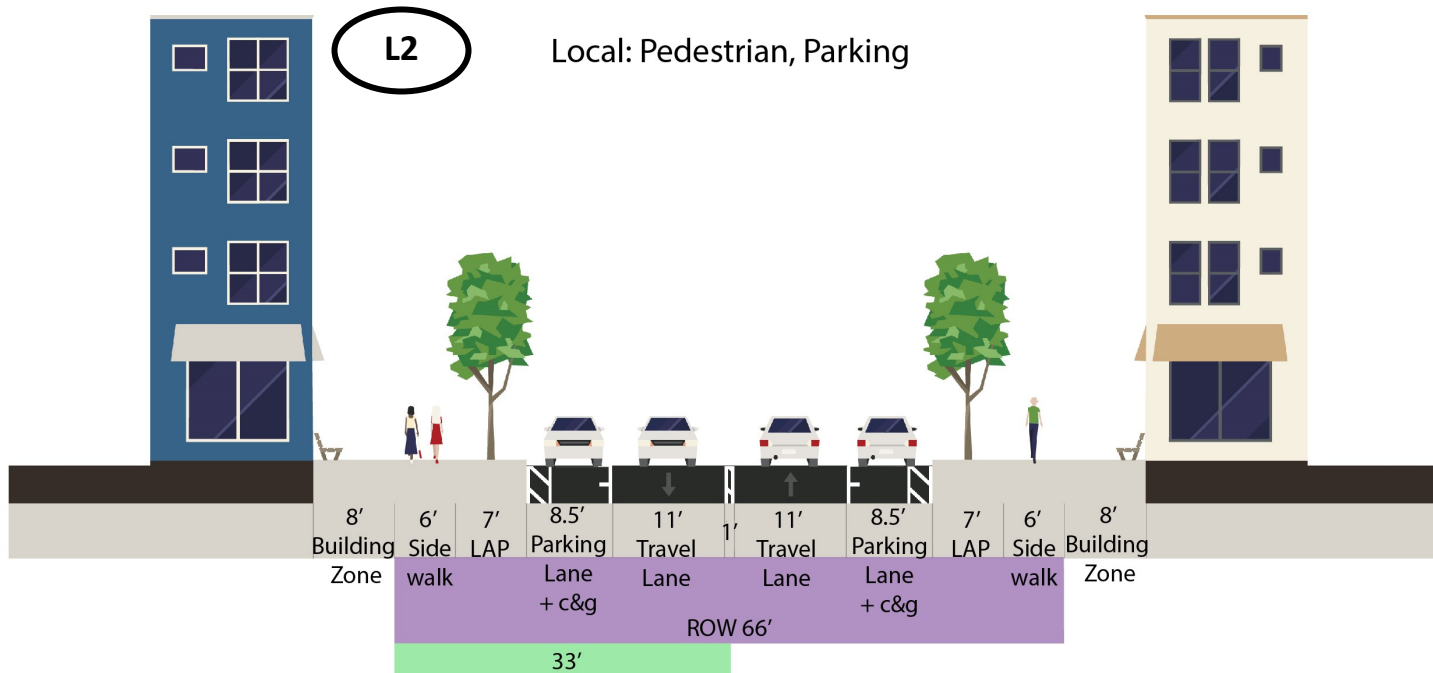
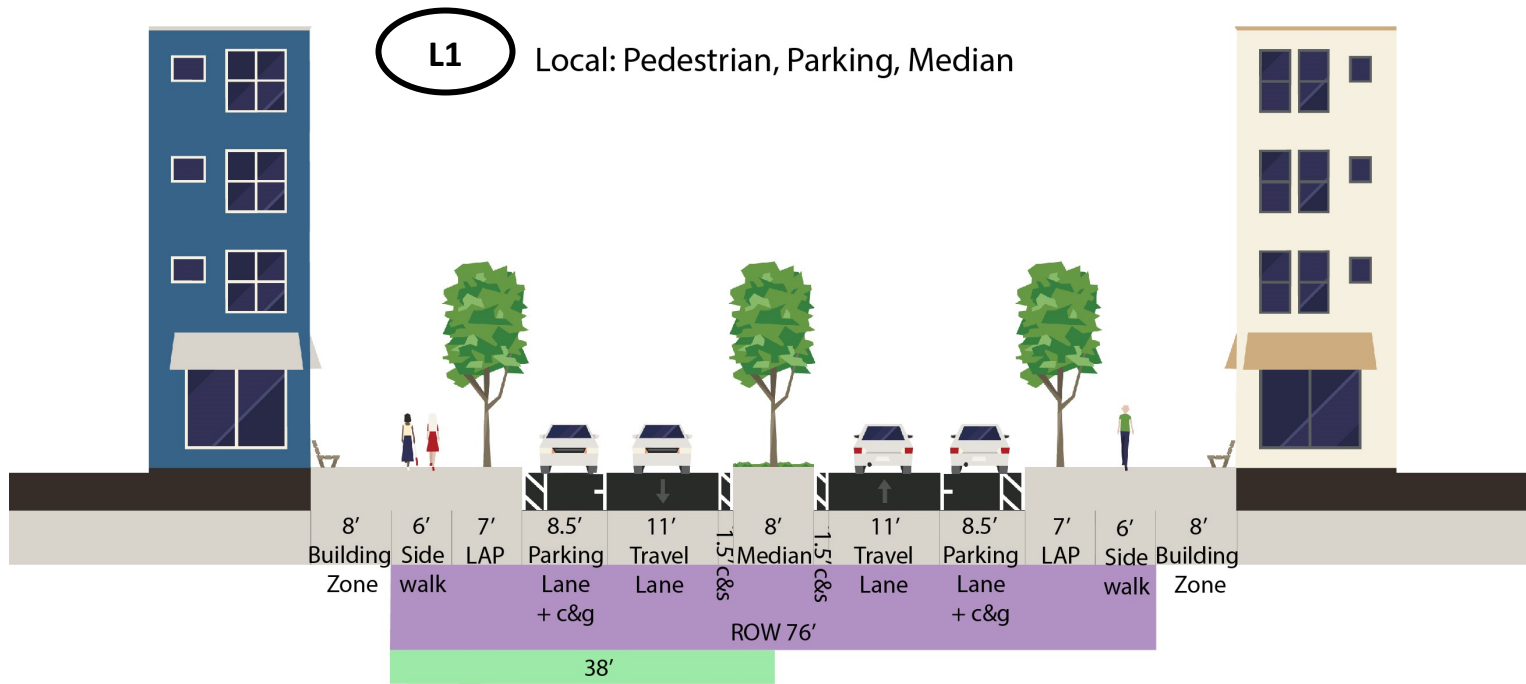


**A6**

Avenue: Pedestrian, Transit







## **Appendix II: DRAFT Waiver Form**

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In some cases, the optimal typical sections require a significant amount of right-of-way for the roadways and streetscape dimension or there are existing site constraints that would limit the dimensions for these elements. If these standards could not be met, a waiver will be required. This draft form was created based on the cover sheet provided on Tysons street standards waivers currently submitted by developers/landowners.

DEPARTMENT OF TRANSPORTATION  
LOCATION AND DESIGN/STRUCTURE & BRIDGE  
DESIGN WAIVER REQUEST  
FOR MULTIMODAL DESIGN STANDARDS FOR MIXED-USE URBAN CENTERS

(See IIM-LD-227 for additional instructions)

To: \_\_\_\_\_ Date: \_\_\_\_\_  
District L & D Engineer

From: \_\_\_\_\_ Funding Source: \_\_\_\_\_  
Project Designer

State Project Number: \_\_\_\_\_ Federal Project Number: \_\_\_\_\_

County/City: \_\_\_\_\_ District: \_\_\_\_\_

Project Description/Locality Project Number: \_\_\_\_\_  
From: \_\_\_\_\_ UPC: \_\_\_\_\_  
To: \_\_\_\_\_

VDOT Functional Classification: \_\_\_\_\_

Multimodal Corridor Type: \_\_\_\_\_

VDOT Optimal Standard: \_\_\_\_\_ VDOT Minimum Standard: \_\_\_\_\_

A Design Waiver is requested for the following:

- |  |  |                                |
|--|--|--------------------------------|
| <input type="checkbox"/> Sidewalk Element    | <input type="checkbox"/> Turning Radius              | <input type="checkbox"/> Other |
| <input type="checkbox"/> Bicycle Element     | (Effective and Actual)                               |                                |
| <input type="checkbox"/> Travel Lane Element | <input type="checkbox"/> Intersection Sight Distance |                                |
| <input type="checkbox"/> Parking Element     |  |                                |
| <input type="checkbox"/> Amenity Element     |  |                                |

Design Waiver request must address the following:

- Established design criteria versus proposed and existing criteria
- Reason the appropriate design criteria cannot be met
- Justification for the proposed criteria
- Any background information which documents, supports or justifies the request
- Any mitigation that will be provided to further support or justify the request
- Cost to meet standard versus project cost

Attach all supporting documentation to this exhibit including crash history (past three years).

Recommend for Approval by: \_\_\_\_\_

Date: \_\_\_\_\_

Drop-down Selection

by: \_\_\_\_\_  
District L & D Engineer

Date: \_\_\_\_\_

cc: Appropriate Assistant State Location and Design Engineer  
Project Manager  
State Geometric Design Engineer  
Transportation Land Use Director  
District Planner