



FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

Nomination Number	CPN22-DR-002
Supervisor District	Dranesville
Parcel ID Number(s)	15-2 ((1)) 15A, 16, and 17A
Parcel Address(es)	2214, 2210, and 2205 Rock Hill Rd, Herndon, VA 20170
Nominator	DWC Holdings LLC & Origami Capital Partners LLC; Brian Winterhalter, DLA Piper LLP (Authorized Agent)
Plan Map Designation	The three parcels are located in the Dulles Suburban Center and designated mixed-use under the current Comprehensive Plan.
Comprehensive Plan Recommendation for Nominated Property	Current Comprehensive Plan recommendation provided in supplemental documents.
Proposed Land Use	MixedUse
Summary of Proposed Comprehensive Plan Change	The Nominator seeks to amend the Fairfax County Comprehensive Plan to modify an existing option for redevelopment of the Property with a mix of uses to allow a greater proportion of residential use than currently contemplated under the Comprehensive Plan. Additional information regarding the proposed Comprehensive Plan changes is provided in supplemental documents.

**METRO DISTRICT AT INNOVATION STATION
SITE-SPECIFIC PLAN AMENDMENT**

STATEMENT OF JUSTIFICATION

October 21, 2022

DWC Holdings, LLC and Origami RE Growth GP, LLC (together, the “**Owners**”) own approximately 23.84 acres of land north of the Dulles Toll Road and identified on the Fairfax County Tax Map as parcels 15-2 ((1)) 15A, 16, and 17A (collectively, the “**Property**”). Parcel 15A is developed with a vacant office building formerly occupied by the Center for Innovative Technology (“**CIT**”). Parcels 16 and 17A are undeveloped.

The Owners seek an amendment to the Comprehensive Plan to modify an existing option for redevelopment of the Property with a mix of uses to allow a greater proportion of residential use than currently contemplated under the Comprehensive Plan. Given the uncertain future of the office market, the proposed amendment is essential to ensuring the development of the Property in a manner that achieves important County goals and capitalizes on the region’s substantial investment in the Silver Line.

I. Comprehensive Plan’s Recommendations

The Comprehensive Plan envisions the transformation of the Dulles Suburban Center into a higher-intensity core area with mixed-use development served by the Innovation Center Metro Station. Under the current Comprehensive Plan, there are two transit-oriented development options for the Property, which are as follows:

A. Rail Transit Option 1

The Comprehensive Plan recommendations under Rail Transit Option 1 are based on the land areas within ¼ mile and ½ mile of the Metro station, and both areas allow mixed-use development with multi-family residential, office, hotel, and retail. Within ¼ mile, the Comprehensive Plan recommends an intensity up to 2.8 FAR with 35% - 45% residential and 40% - 50% office. In the area between ¼ mile and ½ mile, the Comprehensive Plan recommends an intensity up to 1.6 FAR with 50% - 60% residential and 40% - 50% office. In each option, the remaining gross floor area is planned for hotel and retail uses.

B. Rail Transit Option 2

Under Rail Transit Option 2, the Property is planned for a mix of uses to include office, hotel and support retail uses at an intensity up to 4.0 FAR. The office component is planned for a maximum of 90% of the total gross floor area. This option does not permit residential use.

II. Proposed Comprehensive Plan Amendment

The Owners seek to amend Option 1 to provide flexibility for a mixed-use redevelopment program and increase the recommended FAR within ¼ mile and ½ mile of the Metro station. The amended Option 1 would continue to allow for mixed-use development with office, hotel, residential, and retail uses oriented toward the Innovation Center Metro Station. With respect to development

intensity, the Owners propose a maximum intensity of 5.0 FAR within ¼ mile of the Metro station and 2.5 FAR between ¼ mile and ½ mile of the station. These development intensities would represent approximately a 3.75 FAR for the Property on an overall basis. In addition, the Owners seek to remove the language in the Comprehensive Plan that prescribes the proportion of the Property's mix of uses as part of an overall development program. This amendment is critical to enable flexibility in the development of residential use and to ensure a balanced, pedestrian-oriented, mixed-use environment that encourages rail ridership.

III. Site-Specific Plan Amendment Justification

A central emphasis of the Comprehensive Plan is to encourage residential uses in existing office and industrial areas to better balance the mix of uses for place-making and transportation objectives in the Transit Station Areas (“TSAs”). The Comprehensive Plan urges TSAs to be transformed from lower-density, suburban-style office parks to higher intensity, transit-focused communities with a mix of uses and strong pedestrian/bicycle connections. To that end, the Comprehensive Plan promotes significant additional residential development in the TSAs. Notably, many development approvals in Tysons and Reston have sought to diversify the mix of uses by integrating substantial residential components in transit-oriented, mixed-use developments.

The proposed amendment will not only support the County's important place-making and transit ridership goals, but also provide additional, much needed housing opportunities. Redevelopment of the Property under the proposed Comprehensive Plan option would include a significant number of affordable/workforce dwelling units. Under the County's One Fairfax equity policy, significant emphasis is placed on “housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed-use areas that are accessible to multiple modes of transport.”

In addition, the proposed Comprehensive Plan amendment provides a timely opportunity for Fairfax County and the Owners to consider how development on the Property can best connect and integrate with the Innovation Center Metro Station, including the relationship with the Metro pavilion/landing and the pedestrian experience. If the County and VDOT are willing to vacate the existing Innovation Avenue right-of-way, the development can be integrated seamlessly into the Metro station by facilitating a direct connection of the Property to the Metro pavilion/landing. Alternatively, if Innovation Avenue remains in place, rail integration can be optimized by the construction of a bridge providing an elevated connection between the Property and the Metro pavilion/landing.

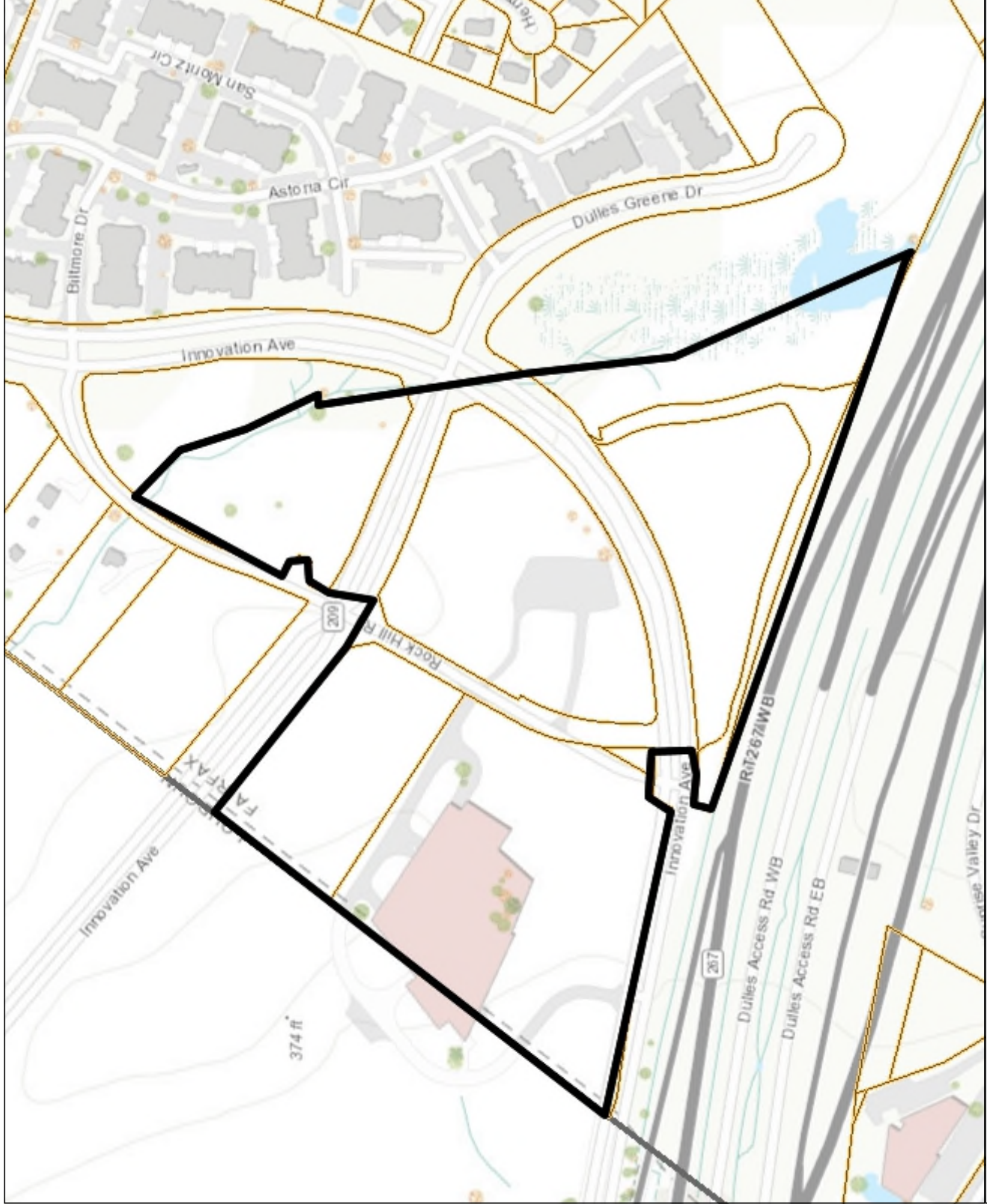
The Owners also would like to evaluate, in coordination with the County, opportunities to enhance the adjacent Resource Protection Area and the pedestrian experience through and within this area. The Owners look forward to collaborating with the County to ensure a seamless pedestrian experience that blends effortlessly into the mixed-use environment the Owners would like to create at this Metro station.

IV. Conclusion

As Fairfax County contemplates strategies for meeting its critical housing needs, the proposed Comprehensive Plan amendment offers an attractive opportunity to contribute additional housing and encourage development that integrates seamlessly with the Innovation Center Metro Station and the pedestrian-friendly, transit-oriented environment to be created at the Metro station.



Map Title



Legend

 Parcels

Notes:

Map produced: 10/25/2022

0 0.14 0.3 Miles

This map is intended for reference purposes only. Fairfax County does not provide any guarantee of the accuracy or completeness regarding the map information.



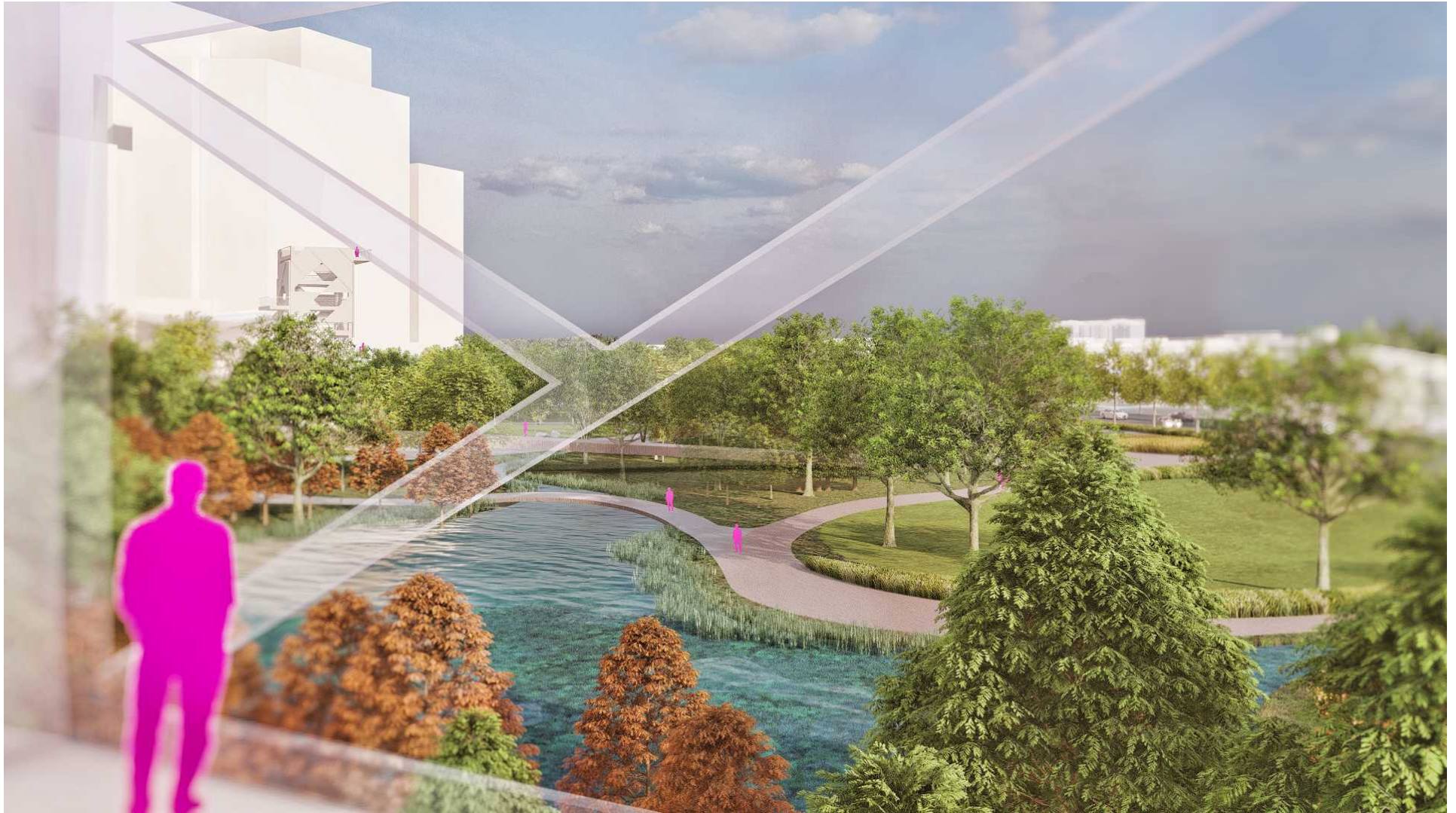












ATTACHMENT 1
Agent Authorization Letter

Property Owner Consent Letter

October 24, 2022

Fairfax County Department of Planning and Development
Planning Division
12055 Government Center Parkway, 7th Floor
Fairfax, VA 22035

RE: SSPA Nomination for:

2214 Rock Hill Rd, Herndon, VA 20170; Tax Map Parcel 15-2 ((1)) 15a

2210 Rock Hill Rd, Herndon, VA 20170; Tax Map Parcel 15-2 ((1)) 16

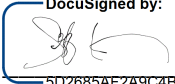
2205 Rock Hill Rd, Herndon, VA 20170; Tax Map Parcel 15-2 ((1)) 17A

To Whom it May Concern,

DWC Holdings, LLC and Origami RE Growth GP, LLC are the owners of real property known as Tax Map Parcels 15-2 ((1)) 15A, 16, and 17A (the "Property"), which are being nominated for a Comprehensive Plan land use change as part of the 2022-2023 Site-Specific Plan Amendment Process. On behalf of the owners, I have reviewed the subject nomination, consent to the Property being submitted for consideration, and understand the expectations for the process. I authorize DLA Piper LLP (US) and its employees to act as agents for the nomination.

Sincerely,

DWC Holdings LLC & Origami Capital Partners LLC

DocuSigned by:

By: _____
5D2685AF2A9C4B3...

Printed Name: Jeffrey D. Young

Title: Principal

Agent contact:

Brian Winterhalter, Esq.

Of Counsel

DLA Piper LLP (US)

11911 Freedom Drive, Suite 300

Reston, VA 20190

Email: brian.winterhalter@us.dlapiper.com

Phone: (703) 773-4016

ATTACHMENT 2
Current Comprehensive Plan Recommendation

Metro District at Innovation Station Site-Specific Plan Amendment

Land Use

Rail Transit Option 1 for Land Units L-1, L-2 and L-3

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.

Ring 1: Within ¼ mile: Mixed residential and nonresidential uses at an intensity up to up to 2.8 FAR

The Center for Innovative Technology, a state-supported research and development consortium of state universities and colleges, constitutes this area. 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, transportation, and other public facilities 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 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.
- Given the iconic nature of the CIT building, its architectural and cultural significance should be evaluated prior to development and if found significant, preservation or adaptive reuse should be considered. If preservation is not feasible, then the CIT building should be thoroughly documented and recognized in the design of the development or through other interpretative measures.
- 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 and ½ mile: Mixed residential and nonresidential uses at an intensity up to 1.6 FAR

Ring 3: Beyond ½ mile: Residential use at 16-20 dwelling units per acre, at an overall intensity up to .50 FAR

The proposed development in Ring 2 and Ring 3 should be oriented toward the transit station area. 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.

Rail Transit Option 2 for Land Units L-1 and L-2

The core area of Land Units L-1 and L-2 as shown on Figure 40 is planned for a mix of uses to include office, hotel and support retail uses at an intensity up to 4.0 FAR. Outside of the core area, Land Units L-1 and L-2 are planned at an intensity up to 2.8 FAR within a $\frac{1}{4}$ mile radius of the rail transit platform and up to an intensity of 1.6 FAR between the $\frac{1}{4}$ to $\frac{1}{2}$ mile radius of the rail transit platform.

Maximum intensity under this option 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. 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.

The recommendations that follow seek to establish parameters for future development by suggesting a maximum percentage for 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.

Tax map parcels 15-2((1)) 4 and 5 in L-2 contain extensive Resource Protection Areas, Environmental Quality Corridors and floodplain. The development potential of these parcels is severely constrained. As an incentive to protect 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, other public body or dedication or granting of a conservation easement in perpetuity to an appropriate conservation entity or land trust. 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.

Development under this option is subject to the following conditions:

- The office component is planned for a maximum of 90 percent of the total gross floor area. Retail and other support uses such as private recreational facilities, daycare facilities, educational use and service uses should be incorporated to encourage pedestrian activity, provide needed services for employees and encourage activity outside of working hours. Clustering of retail and other support uses may be appropriate to create a synergy among uses and to make the area more attractive at varying times of the day.
- Hotel uses are encouraged to support the office use and to encourage activity beyond office hours.
- Consideration should be given to the establishment of an educational/cultural facility that may operate through a public/private partnership that would serve employees and the community as well.
- Total parcel consolidation should be achieved. Where total parcel consolidation cannot be achieved, coordinated development plans may be an alternative to parcel consolidation. Coordinated development plans refer to two or more concurrent and contiguous development applications that demonstrate coordination of site design, building locations, urban design, open space amenities and signage, inter-parcel access where appropriate, roadway realignment or improvements, and parking facilities.
- Bus bays and the Kiss and Ride facilities should be integrated into the development. The pedestrian bridge associated with the northern portion of the Metro station should be constructed and integrated into the development.
- Public facilities analyses, including fire, police, schools, and other public facilities are performed in conjunction with any development application. The results of these analyses should identify the most efficient and effective way to provide services and guide necessary

commitments to improvements, the phasing of these improvements with new development, and appropriate measures to address impacts.

- Phasing of any development should allow for flexibility. To the extent possible, the initial phase of development should establish a grid street pattern, plazas and usable open space and buildings designed to activate the street to create a place where people want to walk.
- Urban parks should be designed and appropriately sized to incorporate facilities and amenities that meet the non-residential user needs in order to promote activity within the TSA beyond work hours and on weekends.
- Public art should be a component of any future development. Developers should work with artists and arts organizations early in the design process to successfully integrate the arts into the development.
- Environmental Quality Corridors should be protected via dedication to the Fairfax County Park Authority or other land conservation entity. Other conservation mechanisms may be considered provided the land is maintained as protected open space in perpetuity.
- Proposed development should provide appropriate transitions to and minimize visual impacts on adjacent residential neighborhoods.
- Given the iconic nature of the CIT building, its architectural and cultural significance should be evaluated prior to development and if found significant, preservation or adaptive reuse should be considered. If preservation is not feasible, then the CIT building should be thoroughly documented and recognized in the design of the development or through other interpretative measures.
- Non-residential development in the TSA should contribute \$3.00 per non-residential square foot to support affordable and workforce housing near Metrorail stations unless superseded by Board of Supervisors action on a countywide policy. This amount is to be adjusted annually based on the Consumer Price Index and may be contributed to a housing trust fund that will be used to create affordable and workforce housing opportunities near Metrorail stations. The contribution may be made over a period of time to be determined at the time of rezoning but not less than 25 cents per non-residential square foot each year. Such developments may provide an equivalent contribution of land or affordable units in lieu of a cash contribution. Non-residential contributions could also be used to fund affordable housing opportunities in the TSA through a partnership. Ground level retail should not be included when calculating the contribution amount nor should space dedicated for governmental or public facility uses.

In addition to the transportation improvements identified for Rail Option 1, additional transportation improvements to support this option are shown on the Transportation Plan Maps for Fairfax County and Loudoun County. At the time of rezoning, a transportation study should be done to identify which improvements are needed to support the development, as well as the phasing of when the improvements would be needed based on development levels.

ATTACHMENT 3
Proposed Comprehensive Plan Changes

Metro District at Innovation Station Site-Specific Plan Amendment

Land Use

Rail Transit Option 1 for Land Units L-1, L-2 and L-3

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.

Tax map parcels 15-2 ((1)) 15A, 16A, and 17A may be developed as described below with the appropriate intensity for these parcels also determined by the distance from the rail transit platform based on concentric rings:

- ¼ mile: mixed use including multi-family residential, office, hotel, and retail uses at an intensity up to 5.0 FAR.
- ¼ to ½ mile: mixed use including multi-family residential, office, hotel, and retail uses at an intensity up to 2.5 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.

Ring 1: Within 1/4 mile: Mixed residential and nonresidential uses at an intensity up to up to ~~2.85.0~~ FAR

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, transportation, and other public facilities 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. For tax map parcels 15-2 ((1)) 15A, 16A, and 17A, the proportion of residential use is not limited. 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 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. For tax map parcels 15-2 ((1)) 15A, 16A, and 17A, the proportion of office use is not limited. 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.

- Given the iconic nature of the CIT building, its architectural and cultural significance should be evaluated prior to development and if found significant, preservation or adaptive reuse should be considered. If preservation is not feasible or desired by the property owner, then the CIT building should be thoroughly documented and recognized in the design of the development or through other interpretative measures.
- 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 and ½ mile: Mixed residential and nonresidential uses at an intensity up to ~~1.62.5~~ FAR

Ring 3: Beyond ½ mile: Residential use at 16-20 dwelling units per acre, at an overall intensity up to .50 FAR

The proposed development in Ring 2 and Ring 3 should be oriented toward the transit station area. 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.

Rail Transit Option 2 for Land Units L-1 and L-2

The core area of Land Units L-1 and L-2 as shown on Figure 40 is planned for a mix of uses to include office, hotel and support retail uses at an intensity up to 4.0 FAR. Outside of the core area, Land Units L-1 and L-2 are planned at an intensity up to 2.8 FAR within a $\frac{1}{4}$ mile radius of the rail transit platform and up to an intensity of 1.6 FAR between the $\frac{1}{4}$ to $\frac{1}{2}$ mile radius of the rail transit platform.

Maximum intensity under this option 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. 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.

The recommendations that follow seek to establish parameters for future development by suggesting a maximum percentage for 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.

Tax map parcels 15-2((1)) 4 and 5 in L-2 contain extensive Resource Protection Areas, Environmental Quality Corridors and floodplain. The development potential of these parcels is severely constrained. As an incentive to protect 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, other public body or dedication or granting of a conservation easement in perpetuity to an appropriate conservation entity or land trust. 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.

Development under this option is subject to the following conditions:

- The office component is planned for a maximum of 90 percent of the total gross floor area. Retail and other support uses such as private recreational facilities, daycare facilities, educational use and service uses should be incorporated to encourage pedestrian activity, provide needed services for employees and encourage activity outside of working hours. Clustering of retail and other support uses may be appropriate to create a synergy among uses and to make the area more attractive at varying times of the day.
- Hotel uses are encouraged to support the office use and to encourage activity beyond office hours.
- Consideration should be given to the establishment of an educational/cultural facility that may operate through a public/private partnership that would serve employees and the community as well.

- Total parcel consolidation should be achieved. Where total parcel consolidation cannot be achieved, coordinated development plans may be an alternative to parcel consolidation. Coordinated development plans refer to two or more concurrent and contiguous development applications that demonstrate coordination of site design, building locations, urban design, open space amenities and signage, inter-parcel access where appropriate, roadway realignment or improvements, and parking facilities.
- Bus bays and the Kiss and Ride facilities should be integrated into the development. The pedestrian bridge associated with the northern portion of the Metro station should be constructed and integrated into the development.
- Public facilities analyses, including fire, police, schools, and other public facilities are performed in conjunction with any development application. The results of these analyses should identify the most efficient and effective way to provide services and guide necessary commitments to improvements, the phasing of these improvements with new development, and appropriate measures to address impacts.
- Phasing of any development should allow for flexibility. To the extent possible, the initial phase of development should establish a grid street pattern, plazas and usable open space and buildings designed to activate the street to create a place where people want to walk.
- Urban parks should be designed and appropriately sized to incorporate facilities and amenities that meet the non-residential user needs in order to promote activity within the TSA beyond work hours and on weekends.
- Public art should be a component of any future development. Developers should work with artists and arts organizations early in the design process to successfully integrate the arts into the development.
- Environmental Quality Corridors should be protected via dedication to the Fairfax County Park Authority or other land conservation entity. Other conservation mechanisms may be considered provided the land is maintained as protected open space in perpetuity.
- Proposed development should provide appropriate transitions to and minimize visual impacts on adjacent residential neighborhoods.
- Given the iconic nature of the CIT building, its architectural and cultural significance should be evaluated prior to development and if found significant, preservation or adaptive reuse should be considered. If preservation is not feasible or desired by the property owner, then the CIT building should be thoroughly documented and recognized in the design of the development or through other interpretative measures.
- Non-residential development in the TSA should contribute \$3.00 per non-residential square foot to support affordable and workforce housing near Metrorail stations unless superseded by Board of Supervisors action on a countywide policy. This

amount is to be adjusted annually based on the Consumer Price Index and may be contributed to a housing trust fund that will be used to create affordable and workforce housing opportunities near Metrorail stations. The contribution may be made over a period of time to be determined at the time of rezoning but not less than 25 cents per non-residential square foot each year. Such developments may provide an equivalent contribution of land or affordable units in lieu of a cash contribution. Non-residential contributions could also be used to fund affordable housing opportunities in the TSA through a partnership. Ground level retail should not be included when calculating the contribution amount nor should space dedicated for governmental or public facility uses.

In addition to the transportation improvements identified for Rail Option 1, additional transportation improvements to support this option are shown on the Transportation Plan Maps for Fairfax County and Loudoun County. At the time of rezoning, a transportation study should be done to identify which improvements are needed to support the development, as well as the phasing of when the improvements would be needed based on development levels.