



FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

Nomination Number	CPN22-DR-004
Supervisor District	Dranesville
Parcel ID Number(s)	16-1 ((1)) 4, 15-2 ((1)) 1, and 15-2 ((1)) 2
Parcel Address(es)	2140 and 2144 Rock Hill Road, Herndon, VA 20170
Nominator	Richard D. Stout
Plan Map Designation	Mixed -Uses
Comprehensive Plan Recommendation for Nominated Property	Baseline Recommendations: Land Unit 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. Rail Transit Option: Mixed Use with multiple options within the 1/2-mile radius of Metro; Residential 16-20 du/ac beyond the 1/2-mile radius
Proposed Land Use	MixedUse,Residential,Other
Summary of Proposed Comprehensive Plan Change	Nominator proposes that the Rail Transit Option for Ring 2 in Land Unit L-3 be changed to allow predominately residential use with non-residential uses (retail, services, amenity space and live-work units) limited to appropriate first floor street frontages. (Page 152) No change to density (max. 1.6 FAR) is proposed. Nominator proposes that the Baseline Recommendation be changed to medium density residential: 16-20 dwelling units per acre, at an overall intensity of .50 FAR No change is proposed for Ring 3 (the area beyond the ½-mile circle) which is planned for residential use at 16-20 du/ac (0.5 FAR).

Rock Hill Road SSPA Statement of Justification

This nomination proposes changes in the mix of uses for the developable parcels in Land Bay L-3. Land Bay L-3 is the area bounded by Loudoun County on the west and north, by Rock Hill Road on the East, and by a tributary of Horsepen Creek and associated Resource Protection Area on the south.

The portions of Land Bay L-3 that are not subject to this nomination are within the RPA or EQC of the tributaries of Horsepen Creek, which surround the land bay on the north, west, and south. No change in the designation of these parcels as open space is contemplated. (The parcel at 2148 Rock Hill Road to the south of the nomination is under contract for consolidation with the parcels in Land Bay L-2 up to Innovation Avenue.)

A small parcel adjacent to the Loudoun County line is subject to a public access easement that affords access from Rock Hill Road into Loudoun County parcels to the west.

The stream and associated RPA buffer separate the Land Bay L-3 from the more intense density and mix of uses planned for Land Bays L-1 and L-2 on the other side of the creek and within the ¼ mile circle of the Metro station.

Two large and well-established residential communities are adjacent to the property across Rock Hill Road to the east.

- Rock Hill - a 127-unit community of 3-story garage townhomes.
- Dulles Greene - an 806-unit community of 3-4 story multifamily apartments

The adjoining land in Loudoun County is planned for high-density predominately residential use.

Of the approximately 8 acres in Land Bay L-3 subject to the nomination, it is anticipated that up to .5 acres may be needed for bike trails and ROW along Rock Hill Road and for a roadway into Loudoun County aligned with an existing access easement. This leaves at most +- 7 acres available for development, of which a portion will be needed for both private open space and a share of the public open space for active recreation per plan recommendations. The portion of the Dulles Suburban Center north of the Dulles Toll Road does not have public recreational facilities other than the Dulles Greene Cricket Field operated by FCPA.

The Concept Plan included with this nomination achieves the densities of 1.6 FAR and 16-20 du/ac in the portions of the properties in Ring 2 and Ring 3 as stipulated in the Comprehensive Plan recommendations and provides an appropriate share of open space and park uses per plan guidelines.

SUMMARY OF PROPOSED COMPREHENSIVE PLAN CHANGE

The nominator proposes that the Rail Transit Option for Ring 2 in Land Unit L-3 be changed to allow predominately residential use with non-residential uses (retail, services, amenity space and live-work units) limited to appropriate first floor street frontages. (Page 152) No change to density (max. 1.6 FAR) is proposed.

Nominator proposes that the Baseline Recommendation be changed to medium --density residential: 16-20 dwelling units per acre, at an overall intensity of .50 FAR

No change is proposed for Ring 3 (the area beyond the ½-mile circle) which is planned for residential use at 16-20 du/ac (0.5 FAR).

JUSTIFICATION FOR THIS PROPOSED CHANGE

ADDRESS AN EMERGING COMMUNITY CONCERN OR CHANGE IN CIRCUMSTANCES

The Comprehensive Plan was last updated for this property in 2013. Since the last update, the following changes have occurred;

- *The Metro Station has been completed and access points established. The station is expected to begin operations next month, in November 2022 before Thanksgiving.*
- *A full movement interchange has been completed at Route 28 with Innovation Avenue;*
- *Innovation Avenue has been constructed to Rock Hill Road in a new alignment that separates Land Bay L-3 from the primary Metro area within the ¼ mile circle.*
- *The Center for Innovative Technology has been closed by the Commonwealth of Virginia and the property sold for future development with the expectation that the existing building will be demolished.*
- *In 2018 the county replanned Land Bays L-1 and L-2 to allow up to 90% non-residential use, concentrating the non-residential density close to the Metro entrance.*
- *Loudoun County has changed its Comprehensive Plan recommendation for the parcels in Loudoun adjacent to Land Bay L-3 from non-residential to predominately residential use.*

Justification:

All of the changes noted above justify a change in the planned ratio of residential and non-residential uses in Land Bay L-3. Planning Land Bay L-3 to be predominately residential will restore the balance of planned uses for the TSA in Fairfax County and will be better coordinated with planned residential uses in adjacent parcels in both Fairfax and Loudoun County.

With the opening of the Innovation Station to occur later this year, the “Rail Transit Option” has become a reality and this change will support the near-term development of housing options within the TSA.

ADVANCE PLANNING OBJECTIVES OF THE COUNTY'S POLICY PLAN, AREA PLANS, AND/OR CONCEPT FOR FUTURE DEVELOPMENT, AND NOT BE CONTRARY TO LONG STANDING COUNTY POLICIES

The items below are drawn from the Comprehensive Plan Major Objectives for the Upper Potomac Planning District and the current plan text for Land Unit L of the Dulles Suburban Center. Note that "Plan guidance in the Dulles Suburban Center Overview, Area-Wide, and Design Guidelines section does not apply to Land Unit L. For area-wide guidance for Land Unit L, please refer to the Upper Potomac Planning District" (Dulles Suburban Center Page 136).

Major Objectives (Upper Potomac Planning District Page 3) Limit commercial encroachment into residential neighborhoods and establish a clearly defined "edge" between commercial and residential areas.

Justification:

The 3.5 acres of RPA/EQC within Land Bay L-3 effectively separate this bay from the more intense planned development to the south closer to the Metro station.

The existing plan recommendation for at least 40% (at least 200,000 sf) of non-residential use in Land Bay L-3 is in conflict with the goal of limiting commercial encroachment into residential neighborhoods

Major Objectives (Upper Potomac Planning District Page 3) Preserve stable residential areas through infill development of a character and intensity/density that is compatible with existing residential uses;

Rail Transit Option for Land Units L-1, L-2, and L-3 (Page 138) Encourage compatible development with existing and proposed development in surrounding land units and Loudoun County

Justification:

Land Bay L-3 is separated from the core Land Bays by a tributary of Horsepen Creek and its RPA. Residential use at 3-5 stories is more compatible with the existing adjacent 3-story townhouse and multi-family communities in Fairfax County. Loudoun County's comprehensive plan for adjacent parcels recommends residential use at densities compatible with the Fairfax County density recommendation, so limiting non-residential use in Land Bay L-3 would further the goal of compatibility with existing and proposed development in surrounding land units.

Major Objectives Upper Potomac Planning District Page 4) *Encourage the creation of additional parks, open space, and recreation areas and acquire additional acreage in environmentally sensitive areas as part of the Environmental Quality Corridor program.*

Rail Transit Option for Land Units L-1, L-2, and L-3 (Page 138) *Provide open space for active recreation (including athletic fields), passive recreation and visual relief. Protect and enhance environmental resources.*

Justification:

Land Bay L-3 provides better opportunities for furthering the county's goal of providing more recreational facilities. Its adjacency to existing residential communities and natural stream valley resources provides opportunities to expand a green corridor with active recreation areas adjacent to passive areas in preservation. The more intense development planned for Land Bays L-1 and L-2 makes the provision of larger active open space more challenging in those land bays.

Residential use is more compatible with the protection of adjacent stream valleys and tends to be "adopted" by residents whether formally dedicated to public ownership and control or left undeveloped in private hands.

Rail Transit Option for Land Units L-1, L-2, and L-3 (Page 138) *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 or as otherwise indicated under the Rail Transit Options.*

Justification:

The Comprehensive Plan for land bays L-1 and L-2 calls for up to 90% office and nonresidential use at FAR of up to 2.8 FAR. This recommendation is appropriate and consistent with both TOD principles and the market. Per a Washington Post article, In terms of development of new office space, "84 percent isn't just near a Metro station but within a quarter mile of one, according to data from Jones Lang LaSalle, CoStar Group, and Delta Associates." Continuing to require not less than 40% non-residential uses in Ring 2 (at least 200,000 sf), where land areas and recommended intensities are significantly less than in Ring 1, could lead to a substantial imbalance in the mix between residential and non-residential uses in the TSA.

CONTACTS WITH COMMUNITY STAKEHOLDERS

The nominator has been in contact with Dranesville Supervisor John Foust regarding its planning for this area over many years.

The nominator is also in contact with Loudoun County Planning Staff and with the Loudoun County Board of Supervisors regarding plans for the area and nearby projects under review in Loudoun County.

The nominator has extensive relations with the Town of Herndon and is aware of their community's interest with plans for this portion of Fairfax County that abuts the town line.

The nominator is in contact with property owners of nearby parcels in Loudoun County and continues to coordinate planning efforts with them. The nominator is the owner of adjacent parcels in Loudoun County and plans for a compatible development in the future.

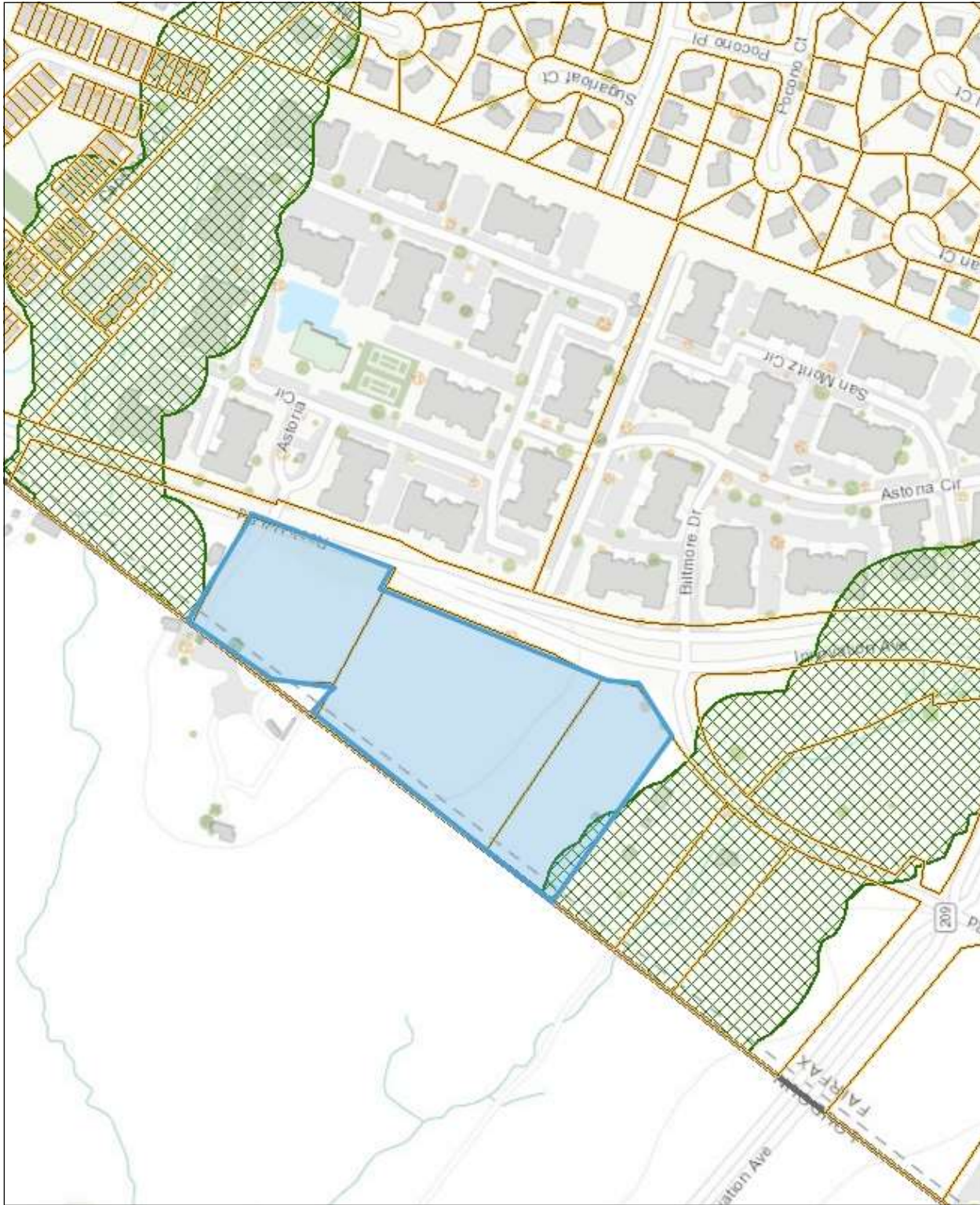
ANTICIPATED TIMELINE FOR DEVELOPMENT

The nominator controls all of the developable land in Land Bay L-3. If the change to the plan is approved by the County, nominator intends to make application for rezoning of the property consistent with the plan and, if the application is approved, to proceed with the development of the property for occupancy in 2025 (or sooner if approvals are faster than anticipated).

The Innovation Station is expected to begin operations next month (November 2022). The nominator believes that this change in plan will enable the County to begin to realize the benefits of the substantial investment in the Silver Line extension to Dulles Airport.



Rock Hill Road SSPA Nomination - Property Map



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



Legend

- Parcels
- Resource Protection Areas**
 - 1993 RPAs
 - 2003 RPAs
 - 2003 (Rev) RPAs

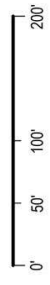
Notes:

Map produced: 10/26/2022



CONCEPT PLAN

Stout and Teague | Rock Hill Road Study | 10.26.2022



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October 25, 2022

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

Re: SSPA Nomination for Rock Hill Road

To Whom It May Concern:

I am the owner of the properties located at 2140 Rock Hill Road (Tax Map 0152-01-0001) and a parcel with no address (Tax Map 0152-01-0004), Fairfax, VA 22035, which are being nominated for a Comprehensive Plan land use change as a part of the 2022-2023 Site Specific Plan Amendment Process.

I have reviewed the subject nomination and consent to the property being submitted for consideration by Richard Stout of Stout & Teague Company. Furthermore, I understand the expectations for the process and am willing to participate in the review, analysis, and community engagement, as needed.

Sincerely,

Dulles Metro LLC
By: Stout & Teague Company, Manager



G. Neel Teague, Vice President
8001 Forbes Place, Suite 305
Springfield, VA 22151
nteague@stoutandteague.com
703.226.6702

S & T Rockhill Holdings, LLC

By: Stout & Teague Company, Manager



G. Neel Teague, Vice President
8001 Forbes Place, Suite 305
Springfield, VA 22151
nteague@stoutandteague.com
703.226.6702

October 23, 2022

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

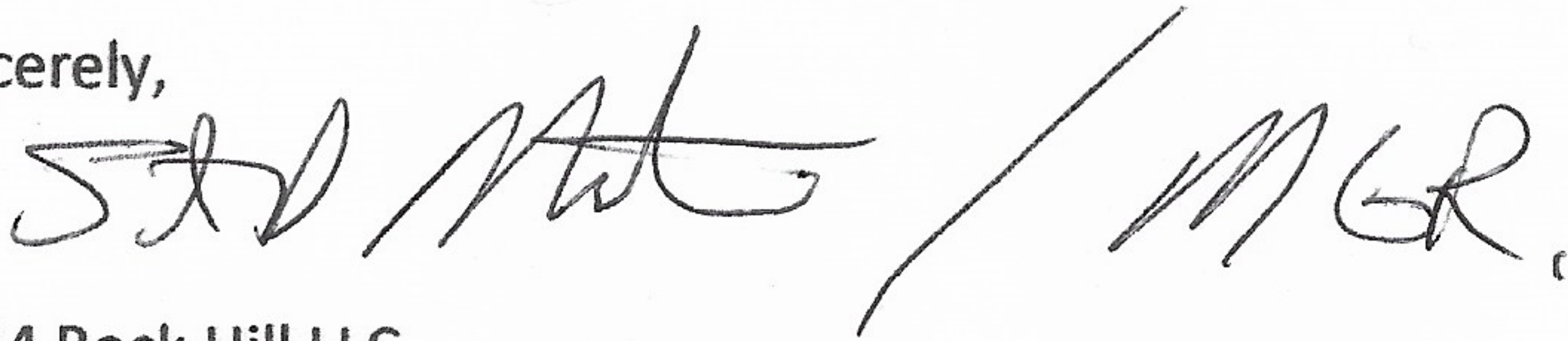
Re: SSPA Nomination for Rock Hill Road

To Whom It May Concern:

I am the owner of the property located at 2144 Rock Hill Road (Tax Map 0152-01-0002), Fairfax, VA 22035, which is being nominated for a Comprehensive Plan land use change as a part of the 2022-2023 Site Specific Plan Amendment Process.

I have reviewed the subject nomination and consent to the property being submitted for consideration by Richard Stout of Stout & Teague Company. Furthermore, I understand the expectations for the process and am willing to participate in the review, analysis, and community engagement, as needed.

Sincerely,

Handwritten signature of Steve Mitchell, consisting of stylized initials 'SM' followed by a slash and 'MGR'.

2144 Rock Hill LLC

By: Mr. Steve Mitchell, Manager

1291 Monroe Street,

Herndon, VA 20170

Monroe1291@hotmail.com

703.966.2576

LAND UNIT L

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

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

Baseline Recommendations for Land Units L-1, L-2 and L-3

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

Land Units 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 (EQCs) and floodplain, so the development of these parcels will be 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 future development would address several goals, including preservation of environmentally fragile and valuable land and habitat, and providing open space amenities.

Land Unit 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 L-2. Community-serving retail use incorporated on the ground level of buildings is desirable and appropriate.

Land Unit 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 L-2 and L-3 are located in Fairfax County. Consolidation of land or parcels should occur such that 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 L-4. Finally, active recreation areas for employees and residents should be provided.

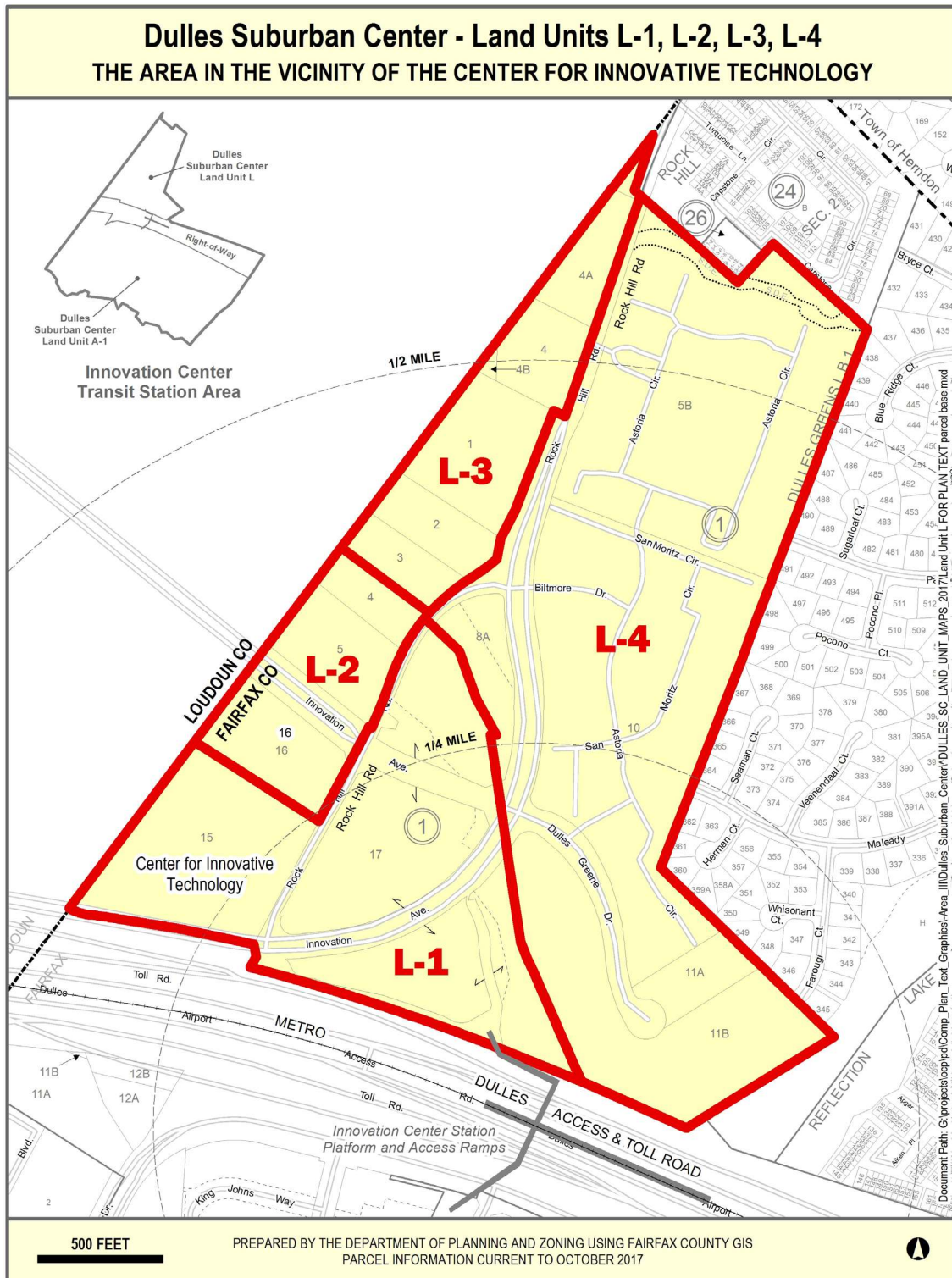


FIGURE 39

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

Consistent with TOD policy, this plan provides two options for a mix of uses ranging from .50 to 4.0 FAR, based on distance from the Metrorail station. Option 1 includes Land Units L-1, L-2 and L-3. Option 2 includes Land Units L-1 and L-2.

Both options are transit-supportive and include multifamily residential, office, hotel, creation of a center of activity that is focused toward the Innovation Center Station. In addition, the recommendations provide for future employment and housing opportunities that take advantage of the proximity of the CIT complex, Dulles Airport, and the Dulles Access and Toll 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 $\frac{1}{4}$ mile of the planned Innovation Center Station or as otherwise indicated under the Rail Transit Options.
- Create a 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. Consideration should be given to bicycle facilities in balancing the conflicts.
- Create functional, well-coordinated, visually appealing roads, paths and trails that provide connections 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 22 through 25 in the Upper Potomac Planning District section of the Comprehensive Plan and on the Trails Plan Map, the Bicycle Network Plan Map, or as stated in the Herndon Metrorail Station Access Management Study (HMSAMS).
- 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.
- Encourage compatible development with existing and proposed development in surrounding land units and Loudoun County.
- Link development to the provision of needed public facilities.
- Protect adjacent residential neighborhoods from the visual impact of development through use of building tapering, and/or landscaping features, maintaining a high standard for architectural quality, and minimizing noise, glare and traffic intrusion.

- Establish a mechanism for interjurisdictional collaboration to monitor and assure that a TOD land use, transportation, and public facilities balance is achieved and maintained in all development phases.

General TOD Guidance

The vision 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. Harmonious architectural and other design features to acknowledge the CIT building are encouraged throughout the TSA.

Buildings

Buildings should be designed at a scale that encourages pedestrian and street activity. The buildings should create an enjoyable and attractive 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 facades 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

Publicly accessible urban parks should be incorporated into the designs of buildings and/or

building complexes as appropriate to serve the daily needs of residents, local employees, and visitors. The form, quantity and quality of the urban park network should be guided by the park typologies and design criteria of the Urban Parks Framework. 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 urban parks should be appealing places to gather with seating, lighting, landscaping and other amenities. Active recreational features, which may include athletic fields, sports courts, splash pads, playable art, and similar amenities appropriate to the development, should be provided. 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 are sited. Public art/sculpture should be incorporated into all urban parks. Opportunities for passive park spaces are present adjacent to streams and wetlands located throughout the area. If non-residential is the predominant use on site, the 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.

Streetscape, Sidewalk, Trail and Road Features

A coordinated streetscape design should be developed to contribute to the identity of the CIT area. In addition to the roadway elements of on-street parking, bike lanes, travel lanes, and medians, the streetscape design should provide frontage of sufficient width to create a pedestrian zone to safely separate pedestrian activity from the roadway. Within the pedestrian zone, the space between the sidewalk and the building façade should be determined by the use of the adjacent building and should be used for outdoor cafés, seating, or browsing store windows or other uses that activate the space. 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 pedestrian and bicycle circulation system should unify the area, provide for well-integrated connections to the Metro Station as well as to adjacent existing and future residential neighborhoods in Fairfax County, the Town of Herndon, and Loudoun County. The network of 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 transit riders of all ages and abilities should be able to safely move along and across streets. Enhanced and convenient pedestrian crossings such as raised crosswalks, mid-block crossings and sidewalks should be provided to improve pedestrian movement, reduce pedestrian and vehicular conflicts and improve accessibility. The design should be employed continuously and contain uniform or similar elements to make a cohesive circulation network.

Parking

Parking should be consolidated into structures and integrated into the streetscape. Except for on-street parking, surface parking should be avoided other than as allowed and needed on a temporary basis to support interim 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 minimize the supply of parking adjacent to a regional transit facility and to encourage the use of transit and non-motorized transportation, parking should be optimized to the greatest extent possible. Techniques such as 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. The intent is to more efficiently organize and utilize the area.

Street Furniture, Bicycle Facilities, Lighting and Other Elements

Street furniture selections, such as benches, water fountains, bus shelters, covered trash receptacles and bike racks, should be included in a streetscape plan and be consistent with the area. This may include 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

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 four 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 with coordinated and seamless 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 transportation demand management (TDM) plan to reduce single occupant vehicle trips that achieves the trip reductions goals in the TDM plan. The TDM plan should be monitored to ensure that the multi-modal transportation system is functioning appropriately to meet the demands in the area and that the reduction goals are being met.

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, the Virginia Department of Transportation (VDOT), 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

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

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 links to areas beyond.

Increased vehicle trips to and from the TSA, associated with development, are likely to increase 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.

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 leaving existing Rock Hill Road as a neighborhood serving street that also accommodates pedestrian and bicycle activity to and from the TSA.

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 other 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.

- Rock Hill Road – In addition to the guidance above regarding north-south roads, Rock Hill Road should serve as a primary pedestrian and bicycle route to and from the TSA to the north. Sidewalks should be provided on both sides of the road with a minimum eight-foot wide sidewalk on the east side where feasible minimizing impacts to the residential community to the east. A separated bicycle facility that accommodates two-way travel should be provided on the west side of the road. The facilities should be constructed avoiding, to greatest extent possible, impacts to the residential communities on the east side of the road.
- East-West Road(s) – This/These road(s) will serve as a primary route for traffic arriving from and going to Sully Road (Route 28). 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. Pedestrian and bicycle connectivity enhancements should be addressed through applying urban design guidelines such as narrowed travel lanes, the addition of bike lanes and providing appropriate 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.
- 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 – An alignment for this overpass has been coordinated with Loudoun County. On the north side of the Dulles Toll Road, the bridge alignment is to the west and outside of the TOD area in Loudoun County. South of the Dulles Toll Road, the bridge will connect to Sunrise Valley Drive mainly within the existing Sunrise Valley Drive

right-of-way. Contributions for construction of the bridge should be provided by any development in TSA, as well as any right-of-way or easements that may be needed. Additionally, the bridge and any adjacent developments should be coordinated so that all multi-modal connections are maintained within the TOD.

Traffic Level of Service

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 delay, or other measures as deemed appropriate by the Fairfax County Department of Transportation. Projects may be phased to coincide with the achievement of specific non-SOV (single occupancy vehicle) mode split or trip reduction objectives.

Remedies should be considered at locations where an acceptable level of service cannot be attained or maintained, as described below.

Circulation and Access

As stated in the urban design section, an interconnected network of local streets with wide sidewalks on both sides of streets, delineated pedestrian pathways, and pedestrian crossings should be provided. Logical pathways should connect to external crossing points. Pedestrian movement and safety should be facilitated, in association with implementation of a wayfinding signage plan.

A coordinated pedestrian circulation system plan should be developed that demonstrates how interior portions of the transit station area will be connected to destinations and places within and surrounding the property.

Transit, Pedestrian, and Bicycle Connectivity

Transit, pedestrian, and bicycle connectivity improvements are major elements of the transportation guidance supporting this Plan option. Transportation modes, other than single-occupancy vehicles, are preferred to support the increased density and mix of uses at the optional level(s) of development. Transit, pedestrian, and bicycle connectivity will achieve the objectives of increasing transit usage, and creating a walkable and bike-able area.

Multi-jurisdictional cooperation is encouraged to identify and provide dedicated and direct bicycle facilities, within the public right-of-way, to the Washington & Old Dominion Trail. Facility design should protect users and provide low-stress conditions appropriate to the planned traffic volume and speed of the adjacent roadway.

As noted above, Rock Hill Road should be improved with a bi-directional separated bicycle facility and a continuous and connected sidewalk on the west side. Innovation Avenue should have either a bi-directional separated bicycle facility on the south side of the road or bike lanes. Coordination with Loudoun County is encouraged to determine an appropriate and seamless facility for Innovation Avenue.

Within the TSA, sidewalks should be provided on both sides of the road and be a minimum of eight-feet. If a sidewalk is on the same side as a bi-directional separated bicycle facility, a narrower facility could be considered if it abuts residential uses.

Secure and convenient bicycle parking should be provided to encourage bicycling to the Innovation Center Metrorail Station and other destinations. See the Fairfax County Bicycle

Parking Guidelines for the quantity and design of bicycle parking facilities.

Pedestrian connections to Innovation Avenue and Rock Hill Road from neighborhoods to the east should be studied and, if feasible, implemented.

Other pedestrian and bicycle enhancements relating to streets might include delineated crosswalks, 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)

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 use a variety of measures as outlined in the Policy Plan to achieve essential reductions in automobile trips to the TSA. TDM measures originating from commitments at entitlements will be components of the overall TDM program for this TSA. 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.

Transit ridership, in combination with the TDM program, should result in specified trip reduction levels identified for phases of development. Trip reduction goals should be tailored to each development and can be adjusted from the recommendations below with supporting documentation. The following minimum levels of trip reductions should be achieved:

- Within ¼ mile – 45 percent trip reduction for residential and office
- Within ½ mile – 40 percent trip reduction for residential and office
- Beyond ½ mile – 25 percent trip reduction for residential, and 35 percent reduction for office

The implementation of a successful comprehensive interjurisdictional TDM program will require cooperation so that property owners in the greater Route 28/Innovation Center Station area also participate, not just those within the transit station area. 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 (SOV) and boost non-SOV usage during peak commuting periods.

A parking study should be submitted at the time of rezoning to right-size the parking supply by evaluating a full range of parking management strategies. Precautions should be taken to ensure that inappropriate use of residential parking areas, including neighborhood street parking in the adjacent areas does not occur.

Phasing and Monitoring

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 should be performed, if deemed needed at the time of rezoning or other entitlement phase. 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, funded, and open to the public. before proceeding with proposed development. This also includes the implementation of TDM measures, as well as pedestrian, and bicycle, and transit facilities. The study should include alignment and phasing of an internal circulation system. 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 TDM program. Items will include evaluation of trip reduction; 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. 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 the Rainwater Management credit 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 Rainwater Management 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.

In addition, for Rail Transit Option 2, the following are recommended as options to the LEED guideline above:

- At a minimum, the first inch of rainfall should be retained on-site through infiltration, evapotranspiration and/or reuse. If, on a given site, the retention on-site of the first inch of rainfall is demonstrated not to be fully achievable, all available measures should be implemented to the extent possible in order to support this goal and achieve partial retention of the first inch of rainfall.
- Stormwater discharges leaving the site should be reduced to levels that will minimize stream erosion through the use of the energy balance method (based on forested existing conditions or an improvement factor of 0.7) or any equivalent methodology.

As an alternative to the LEED guideline and two bullets above, stormwater management measures and/or downstream improvements may be pursued to optimize site-specific stormwater

management and/or stream protection/restoration efforts, consistent with the adopted watershed management plan for the Horsepen Creek watershed. Such efforts should be designed to protect downstream receiving waters by reducing stormwater runoff volumes and peak flows from existing and proposed impervious surfaces to the maximum extent practicable, consistent with watershed plan goals. Consideration may be given to other stormwater runoff-related factors such as soil conditions, groundwater conditions, downstream flooding, drainage complaints, character and condition of downstream channels, and identified stream impairments.

Green Buildings

Development should be guided by the Policy Plan objectives on Resource Conservation and Green Building Practices. LEED Silver certification, or the equivalent, is the minimum expectation for nonresidential development.

Affordable Housing and Universal Design

All development should conform to county policies on the provision of Affordable Dwelling Units and Workforce Dwelling Units to encourage a diverse population of residents. 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, where appropriate, should be accessible for those without cars, meet ADA requirements, and accommodate universal design. Non-residential uses recommended under Rail Transit Option 2 should provide a contribution to support affordable and workforce housing as specified in that section.

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. If non-residential use is the predominant use on site, it is appropriate to adequately size and design the park spaces to include amenities that promote activity during non-work hours and on weekends.

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 facilities should serve all uses within the TSA.

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, constructed, and equipped to enable such information and communications networking. ICT infrastructure should be forward thinking and incorporate smart infrastructure technology.

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 $\frac{1}{4}$ - $\frac{1}{2}$ mile: Mixed residential and nonresidential uses at an intensity up to 1.6 FAR

Ring 3: Beyond $\frac{1}{2}$ 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 ¼ mile radius of the rail transit platform and up to an intensity of 1.6 FAR between the ¼ to ½ 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.