



FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-DR-002
Innovation Ave.

Address/Tax Map Parcels: 2214, 2210, and 2205 Rock Hill Road, Herndon, VA 20170
Tax Map Parcels 15-2 ((1)) 15A, 16 and 17A
Nominator: Brian Winterhalter
Supervisor District: Dranesville
Planning Area: Area III
Planning District: Upper Potomac Planning District / Dulles Suburban Center / Innovation Center
Transit Station Area (TSA), Land Units L-1 and L-2
Acreage: 24.1 acres

Current Plan Map/Text: Base: Institutional and Office use. Options: Within ¼ mile ring around Metro, mix of office, research and development, hotel, retail and residential uses up to 2.8 Floor Area Ratio (FAR). Within ¼ to ½ mile of the Metrorail Station, mix of office, hotel, retail and residential up to 1.6 FAR. Core Area (south of Innovation Avenue), mix of office, hotel, and retail up to 4.0 FAR.

Nomination: Increase to 5.0 FAR within ¼ of the Metrorail Station and to 2.5 FAR between ¼ and ½ mile of the station. Remove limitations to percentage of residential and office component in the mix of uses.

Comprehensive Plan Considerations:

The subject site is located north of the Dulles Access Road, within ¼ mile of the Innovation Center Metrorail Station and adjacent to the Loudoun County border. The subject property is comprised of three parcels and is located within Land Unit L-1 and L-2 of the Dulles Suburban Center. The Dulles Green Apartments, planned and developed for multifamily residential use at 16-20 du/ac, are located to the north of the site. The area to the west, in Loudoun County, is undeveloped but planned for a mix of residential, commercial and office uses. Land Unit L-1 (including nominated Parcels 15-2 ((1)) 15A and 17A) is developed with the Center for Innovative Technology (CIT) building and is planned for existing institutional and office use. Land Unit L-2 (including nominated Parcel 15-2 ((1)) 16) is located west of Rock Hill Road and is planned for a maximum intensity of .50 FAR.

The Concept for Future Development designates this area as a Transit Station Area, a land use classification where the Comprehensive Plan encourages a mix of uses in a compact, pedestrian friendly urban form within walking distance of Metrorail. The Comprehensive Plan recommends two rail transit options for Land Unit L-1 and L-2. Rail Transit Option 1 for Land Units L-1 and L-2 states that development within ¼ mile of the Metrorail station should be Mixed Use (nonresidential and residential) at an intensity up to 2.8 FAR and the area within ¼ to ½ mile from the transit station should be a Mixed Use (nonresidential and residential) at an intensity up to 1.6 FAR. Rail Transit Option 2 recommends the core area south of Innovation Avenue should be Mixed Use (non-residential only) to include office, hotel and support retail uses at an intensity up to 4.0 FAR.

The nomination proposes to increase the maximum intensity associated with Rail Option 1 to 2.5 FAR between ¼ and ½ mile of the station, and from 4.0 FAR to 5.0 FAR within ¼ of the Station, while also allowing flexibility on the mix of uses to include a greater amount of residential use. Countywide Guidelines for Transit-Oriented Development (TOD) encourage the highest land use intensity close to Metrorail stations and encourages compact, pedestrian-oriented, mixed-use communities. TOD Guidelines further encourage housing affordable for residents with low and moderate incomes. For any development proposal on this site, the CIT building should be evaluated prior to development to consider its significance and if preservation or adaptative reuse should be considered. Accommodating the planned multimodal transportation network within the TSA and coordination with Loudoun County will be needed

in order to ensure that development is functionally and visually integrated into the broader mixed-use area planned for this area. In addition, preservation and enhancement of environmental resources including the northeastern portion of the property that contains Resource Protection Areas (RPA), Environmental Quality Corridors (EQCs) and floodplain will need to be considered.

