



FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

Nomination Number	CPN22-DR-001
Supervisor District	Dranesville
Parcel ID Number(s)	16-1 ((1)) 11A and 16-1 ((1)) 11B
Parcel Address(es)	13500 Dulles Greene Drive, Herndon, VA 20170
Nominator	The Peterson Companies (Contact: Adam Cook)
Plan Map Designation	Mixed Use
Comprehensive Plan Recommendation for Nominated Property	Innovation Center TSA - Metro Parking Garage / PDH-20 - See Attached
Proposed Land Use	Residential
Summary of Proposed Comprehensive Plan Change	Residential Multi-Family (Affordable) Estimated FAR: 1.0 Structured Parking

STATEMENT OF JUSTIFICATION

Peterson Companies (“Peterson”) is excited to present a unique opportunity that will springboard numerous County goals, objectives, and emerging community interests forward - principally providing much needed affordable/workforce dwelling units within 1/4 mile of the Innovation Center Metro Station along the Dulles Technology Corridor, a major employment center of the County. As described below, the proposed consolidation can provide for approximately 500 multifamily dwelling units, a significant portion of which (up to 100% of the units) could be affordable up to 80% of the Area Median Income (AMI) depending on the various funding models that could be used¹. In addition to the residential units, the proposal contemplates the possibility of support uses, such as a childcare center.

Peterson and the Board of Supervisors of Fairfax County (“Board of Supervisors” or “County”) own adjacent and undeveloped parcels both located within the 1/4 mile radius of the Innovation Center Metro Station platform and located within the Innovation Center Transit Station Area (“Innovation TSA”). The County’s parcel, Tax Map # 16-1 ((1)) 11B (“Parcel 11B”), was originally planned and rezoned for a commuter parking lot to serve the Innovation Center Metro Station. However, in 2014, the Board of Supervisors ultimately selected a different site for this infrastructure improvement and approved a land deal for a 2,100 space, eight level parking garage to serve bus and rail commuters on the other side of the Dulles Airport Access Road. Parcel 11B now remains undeveloped land within the 1/4 mile of the Metro station. Parcel 11B, contains 9.6 acres of land, of which, only approximately 2.3 acres are developable as the remainder of the parcel lies within a delineated Resource Protection Area (RPA). A Peterson affiliate owns the adjacent, undeveloped parcel identified with Tax Map # 16-1 ((1)) 11A. (“Parcel 11A”), which contains 1.5 acres, all of which is developable. The consolidation of Parcels 11A and 11B (collectively the “Subject Property”) would allow for almost 4 acres of developable land all within the 1/4 mile radius of the Innovation Station. As described herein, the proposed consolidation of the Subject Property advances essential County goals and objectives, as neither parcel alone can achieve the true transit oriented development (“TOD”) encouraged for land within the 1/4 mile of a Metro station. In order to accommodate the affordable and workforce dwelling units, parking, height, and transitions to the surrounding community needed to develop this undeveloped land pursuant the TOD Guidelines, while also protecting the environmentally sensitive portions of the property, the assemblage of the Subject Property is required.

Upon inclusion of this SSPA nomination in the ultimate Comprehensive Plan Work Program, Peterson can immediately work with the County to prepare and file a rezoning to allow for the significant infusion of affordable and workforce dwelling units to be realized in the Innovation TSA, as well as negotiate any agreements that may be necessary.

THE SELECTION OF A DIFFERENT SITE FOR THE METRO PARKING FACILITY ALLOWS FOR TOD DEVELOPMENT WITHIN THE 1/4 MILE RADIUS OF METRO TO BE REALIZED IN THE INNOVATION TSA.

Numerous County policies encourage TOD development within a 1/4 mile radius of a station platform. The *Guidelines for Transit-Oriented Development* in the Land Use Policy Plan

¹ The AMI breakdown and allocation would be negotiated at the time of rezoning.

specifically seeks to accommodate and encourage TOD “as a means to achieve compact, pedestrian-oriented, mixed-use communities focused around existing and planned rail transit stations.”² The very first TOD guideline states to “focus and concentrate the highest density or land use intensity close to the rail transit station”.³ In fact, the Board of Supervisors has recommended that the County include “the concept of expanded Transit Oriented Development (TOD) in future planning efforts by increasing the radius distance recommended for higher densities from 1/4 mile to at least 1/2 mile around mass transit stations, such as Metro rail...”⁴

The County does not need to look beyond the 1/4 mile radius of the Innovation Center Metro Station for potential TOD sites. The consolidation of the Subject Property provides the exact opportunity contemplated in these policies. This northern side of the Innovation TSA has very limited opportunities to provide for TOD. Maximizing these few opportunities is essential to improve the countywide transportation demand management and affordable housing goals of the County. For example, during the previous North County SSPA Cycle, County Staff recommended that nomination PC17-DR-003, which included land beyond the 1/4 mile radius of this TSA, not be included in the work program citing “[o]ne of the Plan’s goals for TOD development is to concentrate the highest intensities closest to the Metrorail station. Increasing the development intensity in this area would be contrary to that guidance.” Conversely, the proposed consolidation of the Subject Property honors these goals.

We note the current Comprehensive Plan contemplates a 2.8 FAR within the 1/4 mile of the Metro Station and up to a 1.6 FAR within 1/2 mile radius of the Metro Station in the Land Units L-1, L-2, and L-3. As described above and as evidenced with the existing entitlements that govern the Property, Land Unit L-4, which includes the subject property is already included in the Innovation TSA, but the Comprehensive Plan treats this site differently as a significant parking facility was originally planned here. With that public need now accommodated elsewhere, this fundamental change in circumstances can allow the site to further another crucial county need - housing for all within the 1/4 mile radius of a Metro station.

The Comprehensive Plan states that “[w]ithin the Innovation Center Transit Station Area, the highest concentration of development should be closest to the planned Metro station.” Numerous county goals and objectives support extending this principle to the only developable portion of Land Unit L-4, which is already designated as part of the Innovation Center TSA. The General TOD Guidance of the Innovation Center TSA states that “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.” Such consolidation is exactly what is proposed with this SSPA nomination.

² Land Use Policy Plan - Appendix 11 - Guidelines for Transit-Oriented Development. Page 34

³ Id.

⁴ Policy 2.3(b) of the Fairfax County Board of Supervisors’ Strategic Plan to Facilitate the Economic Success of Fairfax County.

THE PROVISION OF AFFORDABLE/WORKFORCE HOUSING PROXIMATE TO TRANSIT STATION AREAS NOT ONLY ADVANCES AND ALIGNS WITH THE COUNTY'S GOALS, BUT IS NECESSARY TO REALIZE SUCH GOALS

The Dulles Technology Corridor is a major employment hub in the County. With the assemblage of the Subject Property, the consolidated land allows for a sufficient buildable area to accommodate the contemplated TOD development. The provision of these affordable and workforce dwelling units within the 1/4 mile radius of a metro station furthers numerous county goals and policies.

The existing Comprehensive Plan recommendations for the this 1/4 mile area of the Metro Station in Land Unit L-4 are should be updated to reflect the current needs of the County as they are have not been updated since the parking facility was relocated or to keep up with the current policy goals and recommendation. Outside of the 2,100 space parking facility, the area is planned for 16-20 units per acre, which is not consistent with the 1.6-2.8 FAR planned for the rest of the northern side of the TSA within the 1/2 mile radius of the Metro Station. In addition, the existing plan contemplates an option with up to a 1.0 FAR but limits the development to a mixed use development maximum of 50% residential and provides numerous antiquated phasing, siting and design requirements. Current market and community needs would render such a development not feasible. The proposed predominately residential development, aligns with numerous goals of the County, as set forth herein.

The County's Housing Policy Plan clearly sets forth the Board of Supervisor's goal with respect to housing:

Opportunities should be available to all who live or work in Fairfax County to purchase or rent safe, decent, price-appropriate housing within their means in accordance with the One Fairfax policy and Communitywide Housing Strategic Plan. Housing affordable for all income levels should be located as close as possible to employment opportunities while maximizing quality of life standards. The provision of affordable housing should be a vital element in high density and mixed-use developments should be encouraged in revitalization areas and mixed-use centers, and stimulated through flexible zoning wherever possible.⁵

Policy 1G of the Housing Policy Plan not only encourages the use of county owned land for the development of such housing, but says the County should "give priority" to such use of county-owned land.⁶ This policy encouraging the proposed joint development is bolstered by the Policy Plan's Guidelines for the Provision of Workforce Dwelling Units, which states:

It is a policy of the Board of Supervisors of Fairfax County that rental and for-sale Workforce Dwelling Units (WDUs) should be provided

⁵ Housing Policy Plan. Page 3

⁶ Housing Policy Plan - Policy 1(G). Page 5.

*in the County's Mixed-Use Centers, including the Tysons Urban Center, Suburban Centers, Community Business Centers and Transit Station Areas, or, for rental Workforce Dwelling Units, where the Area Plans envision mixed use or high-density residential development, above the baseline recommendation.*⁷

This past year, the Board of Supervisor's adopted its first Countywide Strategic Plan. Numerous strategies listed in this Countywide plan also support the use of this assemblage as proposed. Housing and Neighborhood Livability ("HNL") Strategy 5 specifically states that County land should be leveraged and non-traditional partnership should be developed "achieve efficiencies to produce more units."⁸ The proposed consolidation is the only way to achieve the efficiencies required for this undeveloped land fully within the 1/4 mile radius of a Metro station site to be a TOD. Numerous other HNL strategies encourage identifying and executing creative opportunities to develop affordable housing near transit hubs.⁹

The Applicant is committed to working with the County and community stakeholders in pursuing this critical re-planning of underutilized TSA land in a major employment center. The likely stakeholders include residents of the northern side of the Innovation TSA, local employees needing affordable housing for its employees, and the County's Housing and Community Development team. As the site was already planned to accommodate what ended up as a 2,100 space, 8 level, Metro Parking Garage, this site was already contemplated to include TOD based intensities.

Peterson is prepared and ready to proceed with all next steps and development requirements *immediately*. This proposed consolidation will require coordination, cooperation and agreements with Fairfax County. Peterson is prepared to commence development activity on this site right away. Once all pre-requisite coordination with Fairfax County is completed, Peterson is prepared to process a rezoning of the Subject Property and position to turn to all construction documents and financing expeditiously.

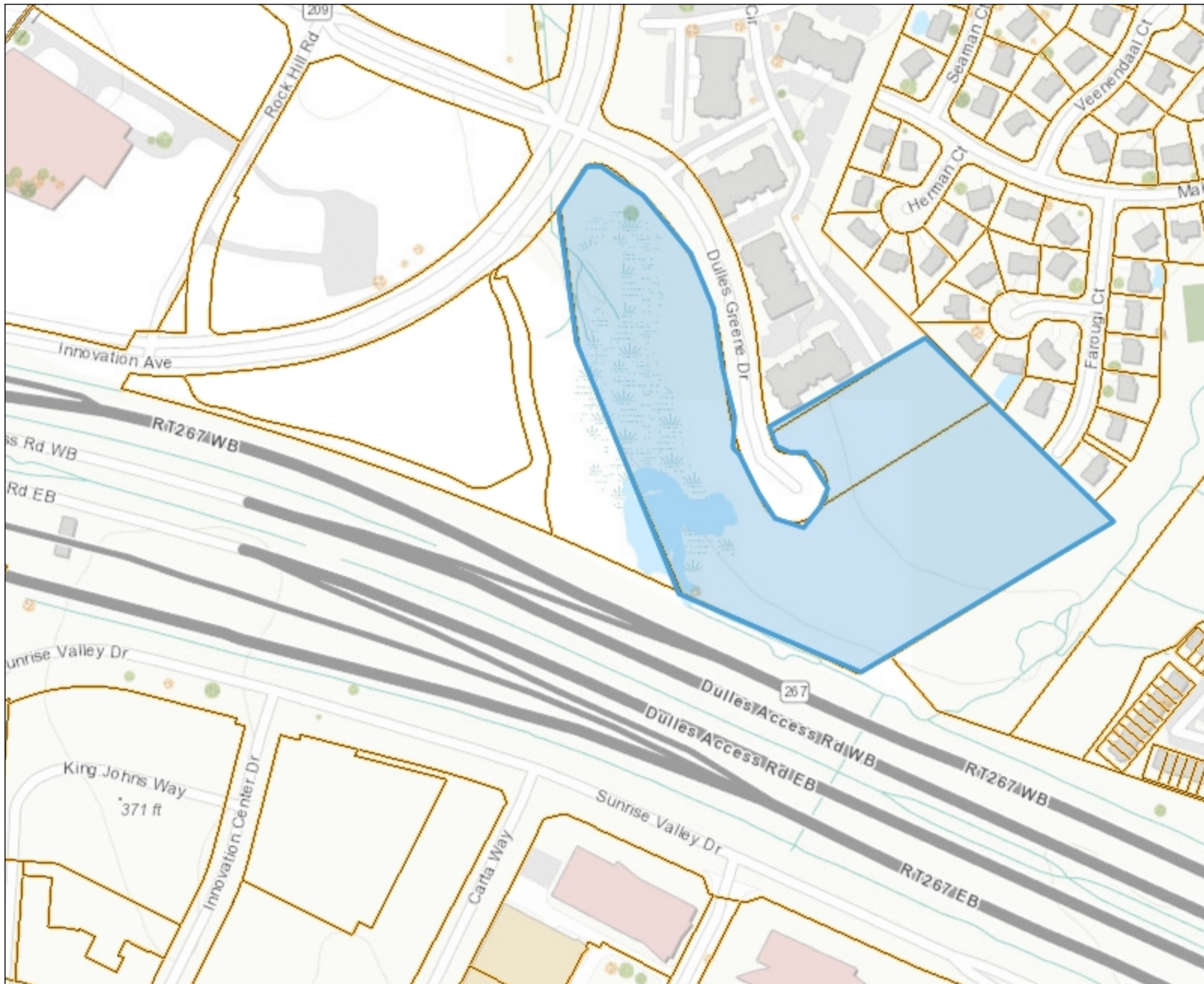
⁷ Housing Policy Plan - Appendix 1 - Guidelines for Provision of Workforce Dwelling Units. Page 8.

⁸ Countywide Strategic Plan - HNL 5 - Page 34.

⁹ Countywide Strategic Plan - HNL 3, 4, & 19 - Page 34-35.



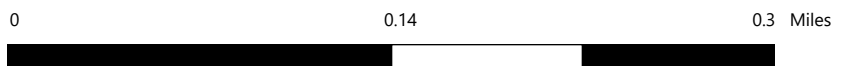
SSPA Property Map



Legend

- Parcels

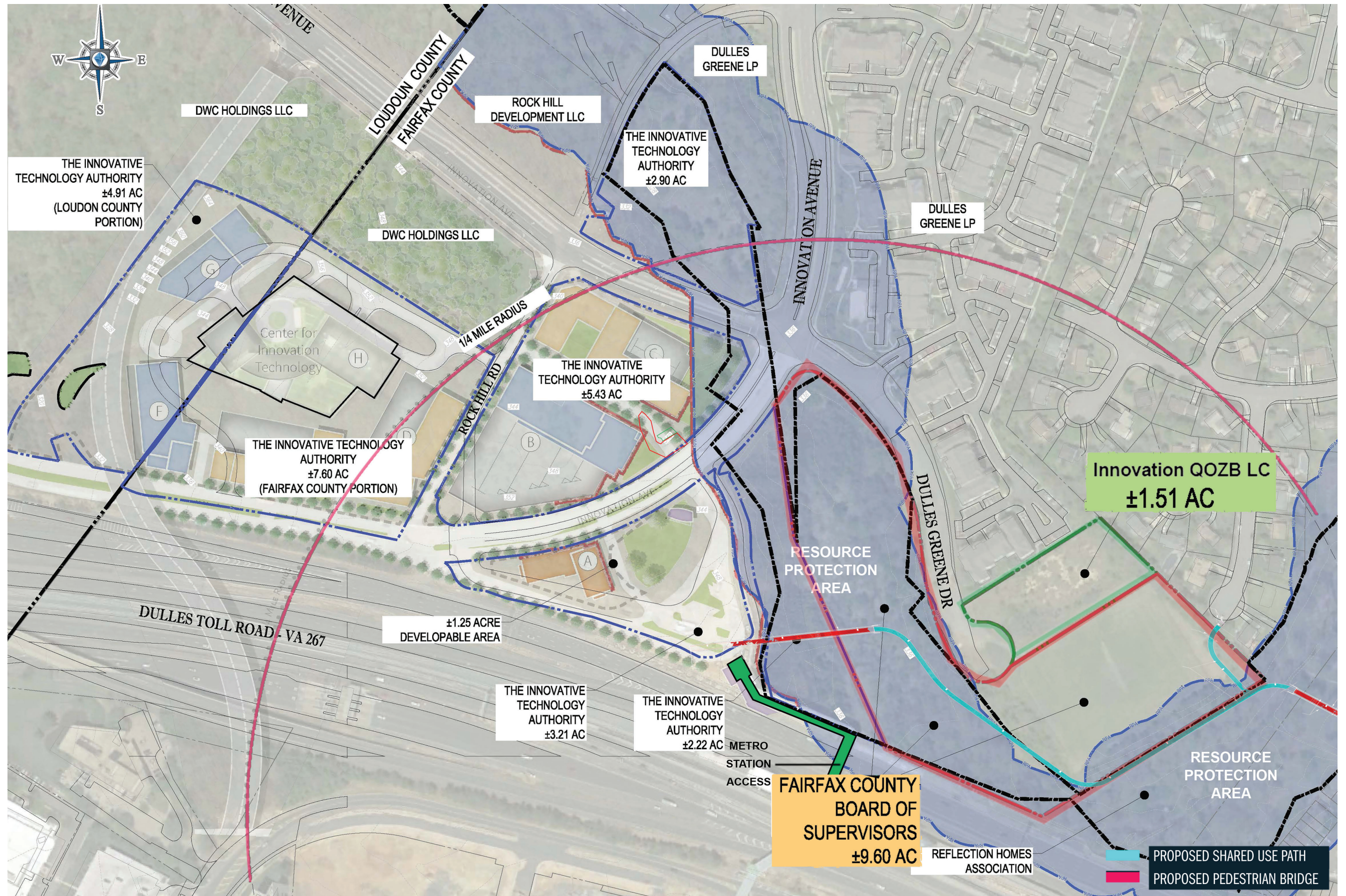
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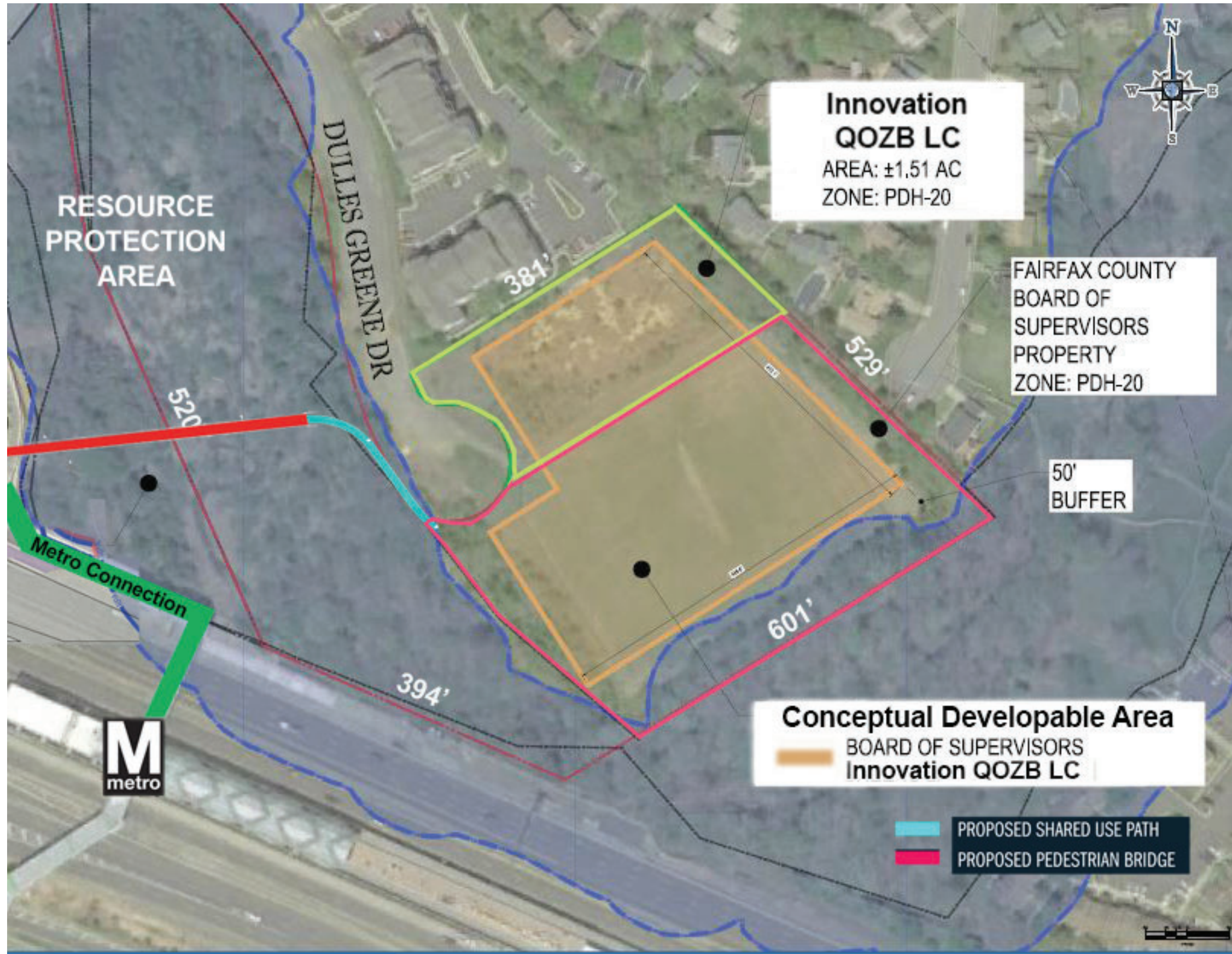
This map is intended for reference purposes only. Fairfax County does not provide any guarantee of the accuracy or completeness regarding the map information.

Map produced: 9/23/2022

CONCEPTUAL:
Final design to be determined in accordance
with Zoning and Site Plan approvals



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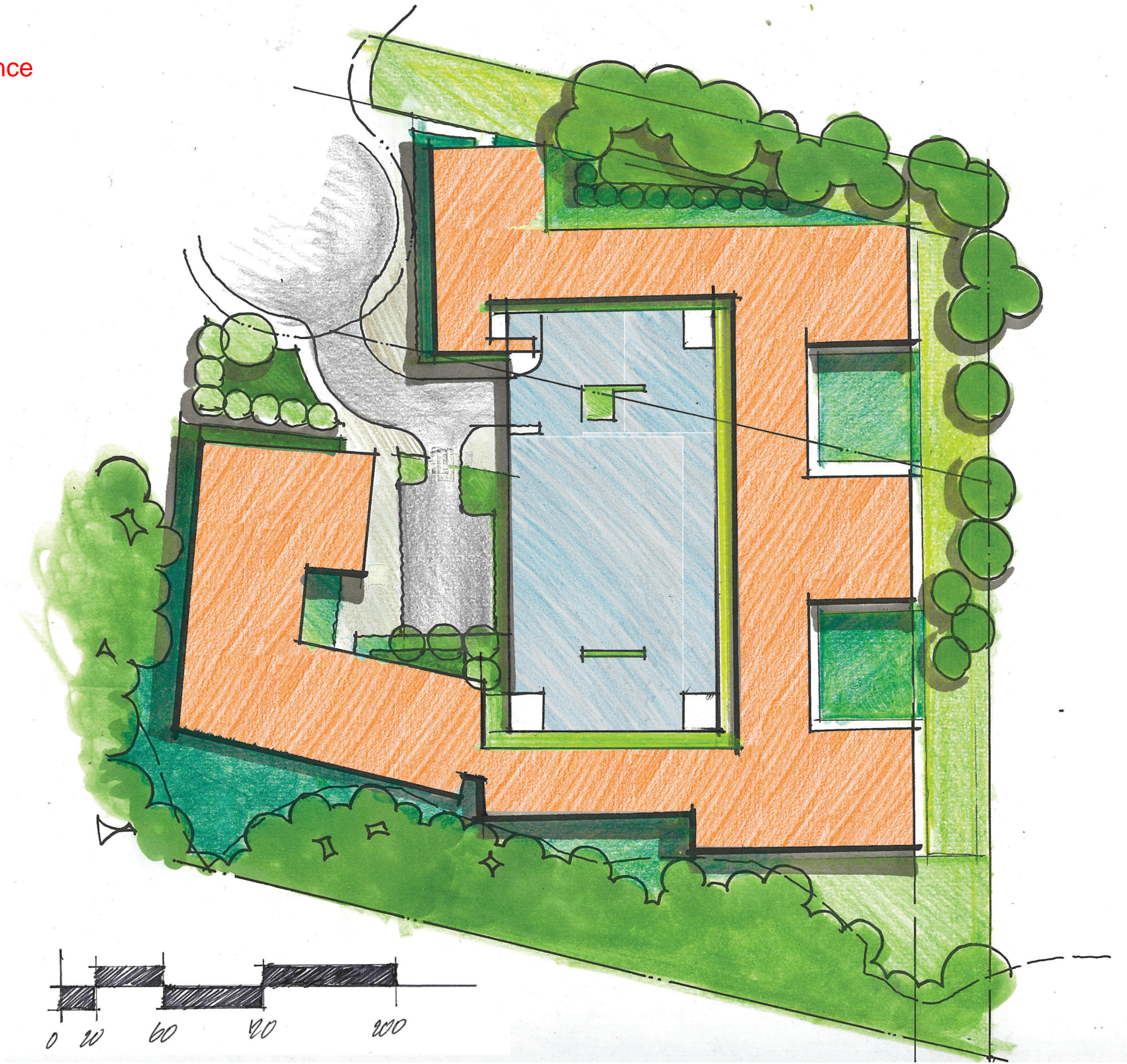
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CONCEPTUAL:
Final design to be determined in accordance
with Zoning and Site Plan approvals

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SSPA Property Owner Consent Letter

10/6/2022

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

Re: SSPA Nomination for Tax Map # 0161 01 0011A

To Whom it May Concern,

Innovation QOZB LC ("Property Owner") is the owner of the property identified with Tax Map # 0161 01 0011A (no mailing address), which is being nominated for a Comprehensive Plan land use change as a part of the 2022-2023 Site Specific Plan Amendment Process. The Property Owner has reviewed the subject nomination and consents to the property being submitted for consideration. Furthermore, the Property Owner understands the expectations for the process and is willing to participate in the review, analysis, and community engagement, as needed.

Sincerely,

INNOVATION QOZB LC

By: *mvp management, LLC*

Name: *James J. Verchiarelli*

James J. Verchiarelli

Title: *Authorized Signatory*

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

The portion of the Dulles Transition Area located east of Rock Hill Road, Land Unit L-4, is planned for multifamily residential use. In order to meet the planning objectives of the Dulles Transition Area it is necessary that new development be responsive to site-specific conditions that are outlined below for the land unit.

Land Unit L-4

Land Unit L-4 is planned for residential use at 16-20 dwelling units per acre. Office, retail and other uses, such as a daycare center, designed to serve the residential community are also appropriate. These nonresidential uses should total a minimum of 5,000 square feet including a daycare center. Office and retail uses should be incorporated into the ground floor of residential structures, while a daycare center may be in a free-standing structure. A mix of building types to include low-rise garden style and mid-rise structures is encouraged as a way to facilitate a visual transition. A safe, attractive pedestrian circulation system should be provided. This system of sidewalks and trails should be integrated with passive and active open space and promote pedestrian access to all uses, elements and land units of the area and provide for connections to the existing residential community and to the planned countywide trails system.

The southern portion of Land Unit L-4 has been identified as the location for commuter facilities that would support Metrorail in the Dulles corridor. A development plan should be submitted that shows the area planned for residential use but noting that a portion of the site may be used for commuter facilities. In order to preserve the option for transit facilities in this location, development of Land Unit L-4 should be phased to progress from north to south so that the southern portion of the land unit remains vacant for as long as possible. In no case should units proposed for the southern portion of the site be transferred to the northern portion.

Once a site for a park-and-ride facility has been dedicated to the county, opportunities for joint public-private development of the site for transit parking and support retail uses should be explored. Pedestrian walkways should be provided to facilitate circulation from the transit station area and parking facility to adjacent uses and should connect to existing or planned walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. The development should be in conformance with the Urban Design and Placemaking section for the Transit Station Areas in the Dulles Corridor, located in the Reston Transit Station Areas section of the Plan.

Site-specific development conditions for Land Unit L-4 include the following:

- All parcels within the land unit are consolidated and developed as part of a unified development plan. However, it is recognized that the development of a possible transit facility is consistent with this condition;
- Development of this land unit should result in well-designed, high quality uses and should be integrated with the adjacent land units;
- Visual impacts on existing low-density residential neighborhoods are minimized through height control, building setback, and transitional screening. Garden apartment structures should be located adjacent to the Reflection Lakes community and heights of these structures should not exceed 40 feet. Any mid-rise structures should not exceed 65 feet in height and should be located to front on Rock Hill Road and will not be adjacent to the Reflection Lake community. Any structure should be controlled by a fifty (50) degree angle of bulk plane as determined from the rear lot line of the adjacent single-family homes;
- A substantial buffer, 75 feet wide as far as practicable but 50 feet wide at a minimum, is provided next to the Reflection Lake community. This buffer should incorporate

- existing vegetation and be supplemented with additional landscaping as appropriate to screen the higher density residential areas from the existing single-family detached houses. If a commuter parking facility is developed on the southern portion of the site, a 75-foot buffer to the Reflection Lake community must be provided and the height of the structure should not exceed the height of any adjacent residence. Noise barrier measures should be incorporated into the garage design;
- Provision is made for affordable housing either through compliance with the Affordable Dwelling Unit ordinance, if applicable, or an appropriate proffer of units or land for affordable housing as defined by the ordinance;
 - Active recreation uses should be provided to adequately serve the residents of the development;
 - Preservation and protection of the Environmental Quality Corridors;
 - All residential structures should incorporate noise attenuation measures as appropriate to meet the Interior Noise Level Standard P3, to achieve an interior noise level not to exceed 45 dBA Ldn; and
 - To prevent cut-through traffic, vehicle access to the area should be via existing and realigned Rock Hill Road and Innovative Avenue only, as shown on Figure 25 of the Upper Potomac Planning District. No connection from Rock Hill Road shall be made to Farougi Court, Maleady Drive or Parcher Avenue. A vehicle turn-around should be provided at the terminus of Parcher Avenue and elsewhere as appropriate.

Upon completion of the extension of Rock Hill Road across the Dulles Airport Access and Toll Road, mixed-use development up to a 1.0 FAR may be appropriate for the area within ¼ mile of the transit station platform, subject to the following conditions:

- This option may be considered at such time as a funding agreement for Bus Rapid Transit (BRT) or rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached.
- A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.
- The mixed-use development should have a residential component that is at least 35% but no more than 50% of the total gross floor area of the development.
- In the nonresidential component of the development, office uses should not exceed 50% of the total gross floor area and support retail uses, to be located in office, hotel or residential buildings, should not exceed 15% of the total gross floor area. Hotel uses are encouraged.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways and where appropriate, vehicular drives and/or streets.
- Pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit.
- The development should be in conformance with the Urban Design and Placemaking section located in the Reston Transit Station Areas section of the Plan.