County of Fairfax, Virginia
Planning Commission Meeting
November 18, 2026
Planning Commission Action

SSPA 2023-III-18UP (PA-2024-00002) – DULLES GREENE
(Dranesville District)

PLANNING COMMISSION RECOMMENDATIONS:
On November 18, 2026, the Planning Commission voted 11-0 (Commissioner Bennett was absent from the meeting) to recommend to the Board of Supervisors the adoption of staff recommendations for Plan Amendment 2023-III-18UP, as found on pages 20-23 of the Staff Report dated October 28, 2026.

ATTACHED DOCUMENTS:
Pages 20-23 of the Staff Report dated October 28, 2026

MJ

The proposed amendment indicates that height flexibility may be considered if the development clearly demonstrates compatibility with surrounding residential areas through scale and form, enhanced buffering and landscaping, and techniques to minimize building massing such as utilizing existing topography, building setbacks or step backs in height, or other design techniques. The Plan amendment further considers strengthening pedestrian connections within the Innovation Center TSA and improved open space to enhance public benefits. The amendment aligns with countywide TOD and Housing objectives by expanding affordable housing opportunities within walking distance of Metrorail and establishing expectations for a high-quality public realm.

Environmental policies in the Policy Plan address stormwater management, noise mitigation standards, floodplain constraints, RPA and EQC protection, tree cover, and green building practices. As these policies will apply during rezoning, redundant site-specific environmental language has been removed to ensure consistency with countywide guidance and streamline implementation. The Plan amendment considers the potential development and potential impacts on the transportation network, public schools, parks, and open space, the environmental impacts and compatibility with the existing low density residential uses.

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~. Text shown to be replaced is noted as such.

MODIFY: Fairfax County Comprehensive Plan, 2026 Edition, Area Plan III, Dulles Suburban Center [July 14, 2026], Dulles Suburban Center Land Unit Recommendation, Land Unit L

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 or 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 developments within the land units and the adjacent land units;
- Visual impacts on existing low-density residential neighborhoods are minimized through height control, building setback, and transitional screening.
    - ~~Garden apartment~~ Except as permitted under additional development options below, low-rise multifamily structures should be located adjacent to the Reflection Lakes community and heights of these structures should not exceed 40 feet. Any mid-rise ~~structures~~ multifamily should not exceed 65 feet in height and should be located to front on Rock Hill Road and Dulles Greene Drive 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 such as, but not limited to, children's play equipment, and/or multigenerational play and fitness equipment, should be provided to adequately serve the needs of the residents of the development, and surrounding community;
- ~~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 vehicular 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.
- The intersection of Innovation Avenue and Dulles Greene Drive should be evaluated to determine if additional transportation improvements are needed.

As an option on Tax Map Parcels 16-1 ((1)) 11A and 11B, multifamily residential use with a maximum of 440 dwelling units, inclusive of affordable housing bonus densities per the county's affordable dwelling unit ordinance and workforce dwelling unit policy, may be appropriate if the two parcels are consolidated, subject to L-4 guidance, and the following additional conditions:

- Establish a cohesive publicly accessible network that links high-quality open spaces through a central pedestrian path or mews, with safe pedestrian and bicycle connections throughout the site.
- Provide a trail connection from Farougi Court and the Reflection Lake Community to the Innovation Center Metrorail Station.
- Pedestrian facilities should be provided on both sides of Dulles Greene Drive, if feasible. If a facility is not feasible on the RPA side of the street, the facility on the other side should be a shared use path. Dulles Greene Drive should not extend to Farougi Court.
- Building heights above 65 feet may be considered if the design demonstrates a high level of compatibility in scale and form with adjacent residential neighborhoods through clear transitions in scale, enhanced buffering and landscaping to reduce visual impacts, and massing techniques to moderate building bulk that sensitively responds to topography. The fifty (50) degree angle of bulk plane limitation for Land Unit L-4 also applies to this option.

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

COMPREHENSIVE LAND USE PLAN MAP

The Comprehensive Land Use Plan Map will not change.

COUNTYWIDE TRANSPORTATION PLAN MAP

The Countywide Transportation Plan Map will not change.