



2009-2010 South County Area Plans Review Staff Report

Springfield Supervisor District

Planning Commission Public Hearing
For Non-VDOT 527 Review Item
APR 09-III-2FC

September 30, 2010
8:15 PM

Board Auditorium
Fairfax County Government Center
12000 Government Center Parkway
Fairfax, Virginia 22035

This document contains the Staff Report for the 2009-2010 South County APR nomination 09-III-2FC, which is not subject to Virginia Department of Transportation review of transportation impacts. The nomination is scheduled for Planning Commission Public Hearing on September 30, 2010. APR nomination APR 09-III-1FC, which requires VDOT Review of transportation impacts, will be scheduled for public hearing at a later date.

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STAFF REPORT 2009-2010 SOUTH COUNTY AREA PLANS REVIEW

SUPERVISOR DISTRICT: Springfield

APR ITEM: 09-III-2FC

NOMINATOR(S): David R. Gill and Gregory Reigle

ACREAGE: 22.1 acres

TAX MAP I.D. NUMBERS: 56-2 ((1)) 37A, 37B, 37C, 37D, 37E, 37F, 37G, and 39

GENERAL LOCATION: North of Lee Highway (Route 29) between Waples Mill and Ridge Top Road

PLANNING AREA(S): III

District(s): Fairfax

Sector: Legato (F5)

Special Area: Fairfax Center Area (Sub-unit Q9)

ADOPTED PLAN MAP: Fairfax Center Area

ADOPTED PLAN TEXT: Office use at an intensity of up to 0.15 floor-area ratio (FAR) (baseline level), up to 0.35 FAR (intermediate level), up to 0.70 FAR (overlay level); Option for residential mixed-use up to an intensity of 1.2 FAR with at least 18-acre consolidation and other conditions. Unconsolidated parcels are planned for office mixed-use at an intensity of up to 1.0 FAR.

For complete Plan text see <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/fairfaxcenter.pdf>
Pages 97-99

PROPOSED PLAN AMENDMENT: Office use at an intensity up to 0.15 FAR (baseline), up to 0.35 FAR (intermediate level), up to 0.70 FAR (overlay level); Option for residential mixed-use at an intensity up to 1.08 FAR with consolidation of at least 18-acre and other conditions. Overall sub-unit intensity of up to 1.15 FAR.

See proposed text on page 15-16 of this staff report for complete proposed text.

SUMMARY OF STAFF RECOMMENDATION

Approve Nomination as submitted

Approve Staff Alternative

Retain Adopted Plan

Staff recommends an alternative that would build upon the existing Plan's redevelopment option for the sub-unit and the Springfield District APR Task Force recommendation from June 29, 2010. On June 29, 2010, the task force recommended that a portion of the approved office use within the redevelopment option be replaced with single-family attached units. The task force did not support the transfer of this portion of the office use elsewhere within the sub-unit. The 35,000 square feet square feet (SF) of office use that would remain within the redevelopment option would serve the nearby community as professional office use. The task force alternative addresses the land use and transportation concerns resulting from the trip generation and the proposed transfer of office use.

The staff alternative proposes to add an option for redevelopment that reflects the task force alternative with more detailed conditions for redevelopment. The redevelopment conditions relate to the orientation and layout of the residential units toward the roadway, the provision of urban parks and open space amenities to support the residents, and buffering of the residential units from the existing office use and associated garage, which abuts the sub-unit. The alternative also recognizes the approved Rezoning (RZ) 2005-SP-019 within the sub-unit, which implemented the Plan option, and updates a Tax Map parcel reference within one of the existing conditions. The recommendations for the unconsolidated parcels would remain the same.

CONTEXT**General Location:**

APR nomination 09-III-2FC involves an approximately 22-acre subject area that is located west of Waples Mill Road, east of Ridge Top Road, and north of Lee Highway in the Fairfax Center Area. The subject area was approximately 24 acres prior to a dedication of right-of-way for the Government Center Parkway extension through the property.

Existing and Planned Land Use and Zoning:

Subject property: The subject area contains a mini-warehouse, a newly constructed hotel, vacant land, multi-family residential units that are currently under construction, and a single-family house that is used as an office with outdoor storage. The area is planned for office use at an intensity of up to 0.15 FAR at the baseline level, up to 0.35 FAR at the intermediate level, and up to 0.70 FAR at the overlay level within Sub-unit Q9 of the Fairfax Center Area. The Plan also recommends a redevelopment option for residential, office, hotel, and retail mixed-use development at an intensity of up to 1.2 FAR with a minimum consolidation of 18 acres. The option is conditioned on the provision of a minimum of 200,000 SF of office use with 50,000 SF available to be converted to hotel use. These conditions were deemed to be met with the approval of RZ 2005-SP-019 in June 2006, when the property was rezoned to the PRM district. The remaining, unconsolidated parcels are planned for office mixed-use up to an intensity of 1.0 FAR.

Adjacent Area:

North: The area to the north contains office and storage facility uses. A structured parking facility used by one of the office buildings abuts a portion of the northern boundary of the subject area. The area is located within Sub-unit Q6 of the Fairfax Center Area, which recommends office use at an intensity up to 0.15 FAR at the baseline level, office use at an intensity up to 0.35 FAR at the intermediate level, and medium/high intensity office use up to 0.70 FAR at the overlay level. The area is zoned C-4 and I-5.

West: The area west of Ridge Top Road, contains single-family attached townhouses in the Westscott Ridge neighborhood. The area is located within Sub-unit Q5 of the Fairfax Center Area. The Plan recommends for this area residential use at a density of 1 dwelling unit per acre (du/ac) at the baseline level; office use at an intensity up to 0.30 FAR at the intermediate level; and office use at an intensity up to 0.40 FAR at the overlay level with an option for residential use or residential/mixed-use at a density of 12 du/ac with coordinated development and a community park. The area is zoned PDH-12.

East: The area to the east of the subject property contains multi-family residential uses and is located within Sub-unit Q10 of the Fairfax Center Area. The Plan recommends for this area residential use at a density of 1 du/ac at the baseline level; residential use at a density of 10 du/ac at the intermediate level; and residential use at a density of 20 du/ac at the overlay level, based on consolidation and the provision of buffering, open space, and on-site recreational facilities. The area is zoned PDH-12 and PDH-20.

South: The area south of Lee Highway contains wooded, vacant parcels and a garden center. The Plan recommends residential use at a density of 3 du/ac at the overlay level, with the exception of the land at the southwest quadrant of Shirley Gate Road and Lee Highway, across from the subject area. This area is planned for office use at an intensity of up to 0.25 FAR. The area is zoned R-3 and C-8.

PLANNING HISTORY

In February of 2006, the nominated area was the subject of Plan Amendment S04-III-FC2 (Amendment Number 2003-26). The amendment added the current option for residential, office, hotel, and retail mixed-use development at an intensity of up to 1.2 FAR with a minimum of an 18-acre consolidation and other conditions as mentioned in the Subject Area section. The option was implemented through rezoning application (RZ) 2005-SP-019, approved in June 2006. The quantification comparing the current Plan, rezoning, and the proposed nomination are shown on Tables 1 and 2 on page 17 of this staff report. The development plan proffered as part of the rezoning is shown on page 18 of this staff report. RZ 2005-SP-019 consolidated an approximately 18-acre portion of the land unit, prior to the dedication of right-of-way for Government Center Parkway, with the 6 acre portion, located northwest of the intersection of Waples Mill Road and Lee Highway, remaining unconsolidated. The remaining 6-acres contain the mini-warehouse and single-family house, which has converted to an office with outdoor storage. This staff report uses the approved land uses from the rezoning as the basis for the Comprehensive Plan analysis.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2007 Edition, Area III, Fairfax Center Area, Sub-unit Q9, Land Unit Recommendations, page 98-100, as amended through 3-9-2010:

“Sub-unit Q9

Sub-unit Q9 consists of the area between Ridge Top Road and Waples Mill Road, north of Route 29. It is planned for office use at an intensity up to 0.70 FAR at the overlay level. As an option, with the consolidation of a minimum of 18 acres, residential/mixed-use at an intensity up to 1.2 FAR may be appropriate, provided that the following conditions are met:

- The character of the development should be primarily mid- or high-rise buildings with retail use integrated within the ground floor of residential and office buildings. Restaurants and ground-floor retail should help create an activity center for residents, visitors, and office workers. A defined and dynamic streetscape should be created along Ridge Top Road, Government Center Parkway, and all internal streets. Pad sites are not allowed.
- Buildings at the corner of Government Center Parkway and Ridge Top Road should be designed to incorporate ground floor retail. It is anticipated that at least 20,000 square feet of a variety of retail, restaurant, and community-serving uses should be located in the vicinity of this intersection.

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- A minimum of a 50 foot vegetated buffer should extend from the planned right-of-way line to minimize noise and visual impacts of development along Route 29;
 - The office component should total at least 200,000 gross square feet. However, up to 50,000 square feet of office use may be replaced by hotel use;
 - The planned extension of Government Center Parkway to Waples Mill Road is to be constructed as a four-lane divided roadway within the first phase of development. Dedication of land, construction or contribution to the Fairfax Center Area Road fund should be made for the planned transportation improvements, which includes the Route 29 and Waples Mill Road interchange;
 - Land uses along the periphery of the development should complement the design and orientation of the neighboring land uses. In general building heights should taper towards the south and east, or landscaping should offset and soften the transition of the building heights if this tapering is not feasible. Development also should provide substantial buffering and interparcel access to any unconsolidated parcels;
 - A high quality, pedestrian-oriented living environment with recreation spaces, such as open lawn areas, urban parks, plazas and courtyards, should be provided to help meet the recreation needs of residents. Appropriate landscape features and pedestrian amenities, such as shading, seating, lighting, public art, bus shelters, trash cans, and other street amenities should be provided. A contribution should be made to offset the impact of this development on the active recreation facilities;
 - Sidewalks and trails should safely connect the land uses within the development and to the surrounding area. These pedestrian pathways should be part of the overall circulation plan that should include continuous sidewalks, attractive pavement treatments, safe crossings, and bicycle facilities;
 - An effective transportation demand management (TDM) program should be provided with each phase of development. It should encourage the use of alternative forms of transportation to reduce the number of vehicular trips. It should be based on the number and type of residential units and non-residential square footage, as deemed appropriate by the Department of Transportation. Any development should establish and implement strategies for the centralized management of the program. The TDM program could include staffing, resources, and dedicated areas for these services. Resources for telecommuting, transit subsidies, and “live where you work” incentives could be provided. Other programs could include, but would not be limited to, rideshare, vanpool, and carpool matching services or guaranteed ride home programs;
 - The majority of the required parking should be structured or underground. Attractive façade treatments that are consistent with the overall architectural design should be used for any portion of a parking structures that is visible from the street;
 - A geotechnical study should be completed to identify the depth of the asbestos soils and provide appropriate abatement and public safety measures during construction;
 - Prior to any development, a survey should be conducted to determine the presence of significant historic archeological resources, using the scope of services approved by the County. The sub-unit has a high potential for these resources as Parcel 37 is

known to have contained World War II Prisoner of War camp. Should any significant resources be found, then those resources should be conserved or the adverse impacts of any development mitigated. If resources are present, the applicant should work with the History Commission to write and fund the creation and installation of a historic marker on site;

- Affordable housing should be provided through compliance with the Affordable Dwelling Unit Ordinance, an appropriate proffer of land or units for affordable housing, or a financial contribution to the Fairfax County Housing Trust Fund. In addition, the provision of workforce housing to accommodate the needs of individuals or families making from 70 to 120 percent of the County’s median income is encouraged; and,
- Any development should mitigate the impact of the residential component on public schools;

Any remaining, unconsolidated parcels may develop at an intensity up to 1.0 FAR office/mixed-use, if all relevant conditions above are achieved and appropriate inter-parcel access is provided to the adjacent development.”

NOMINATED PLAN AMENDMENT

The nomination proposes to modify the redevelopment option for Sub-unit Q9 of the Fairfax Center Area. The nominated Plan language proposes to remove the minimum for office use on the consolidated portion and reduce the intensity of this portion of the subject area from 1.2 FAR to 1.08 FAR. The office use anticipated to be eliminated from the 18-acre consolidation is shown as Building 1 on the northwest corner of the subject area in the rezoning plan on page 18 of this staff report. This office building would be replaced with 40 single-family attached dwelling units. The office development potential would be relocated to the unconsolidated 6-acre area. As a result, the language recommending office/ mixed-use at an intensity up to 1.0 FAR for the unconsolidated parcels (6-acres) would be removed, and new language recommending that the overall intensity of the sub-unit not exceeding 1.15 FAR would be added. This intensity would reflect the average of 1.35 FAR on the 6-acres area and 1.08 FAR on the consolidated area.

On June 29, 2010, the Springfield APR Task Force recommended an alternative to the nomination. In the alternative, the task force supported replacing the approved office use with single-family attached dwelling units in the redevelopment option. Unlike the original nomination, the office potential would not transfer to the unconsolidated parcels. In an attempt to reflect the task force recommendation, the nominator provided alternative language to describe the change, which is located on pages 19-20 of this staff report. The language regarding the minimum amount of office use would be removed. New language would recommend single-family attached development as appropriate on the northwest corner of the subject area. The maximum intensity of the consolidation would be reduced from 1.2 FAR to 1.15 FAR to accommodate this shift. The remaining office use would be characterized as community-serving and professional office with a smaller floor-plate. The language limiting the intensity of the unconsolidated parcels to a maximum of 1.0 FAR for office/mixed use would be retained.

Comprehensive Plan guidance for elements such as a corner plaza at the northeast corner of the intersection of Government Center Parkway and Waples Mill Road, and a community park, located south of the new location for office use, also would be retained.

ANALYSIS

Land Use

Office use plays an important role in the overall concept for the Fairfax Center Area. The area was originally planned as a major employment center for the county. However, much of the surrounding area has been developed under Plan options for residential use. The previous Plan amendment, PA S04-III-FC2 worked to maintain the area's potential as an employment center by providing a commitment to a substantial office component in the redevelopment option. The primary land use concerns of the APR nomination relate to the proposed elimination of this text in the redevelopment option and the proposed transfer of approved office use from the option to the remaining, unconsolidated parcels. Table 2 on page 17 shows how this transfer would occur in a land use quantification of the current Plan and nomination.

The nomination proposes to remove the language regarding a minimum amount of office use, thereby removing any guarantee that office use would be incorporated into the redevelopment option on the 18-acre consolidation. The redevelopment option, containing residential, office, hotel, and retail mixed-use would become primarily a residential development with a hotel and minimal amount of ground-floor retail use. The office component would be limited to that which is planned on the remaining, unconsolidated portion. The June 29, 2010 Springfield District APR Task Force alternative proposed reducing the amount of planned office use within the redevelopment option, rather than removing it entirely.

The alternative was based on suggestions from the nominator, which involved retaining 35,000 SF of office use within the consolidation. Retaining this amount of office use could address, in part, the concern about losing planned and approved office use and maintain an office component in the mix of land uses. A smaller office building could function as professional office to serve the adjacent community and may be an appropriate element of the mixed-use vision. The nominator provided alternative language to describe the change, which is located on pages 19-20 of this staff report. Table 2 on page 17 shows a quantification, based on the task force recommendation.

The concern about the loss of office use within the redevelopment option also relates to compatibility between new and existing uses, since the approved 150,000 SF office use on the northwest corner of the subject area is proposed to be replaced by 40 single-family attached units. The location of this approved office use within this sub-unit was intended to complement the existing office use, north of the nomination area. The office use also would provide a coordinated transition to the multi-family residential use that is approved and under construction south of Government Center Parkway. The staff report for PA S04-III-FC2, dated January 12, 2006, states:

“Coordinating land uses with the surrounding areas is of concern as well. Land uses outside of the subject area are single use types with residential uses to the east and west and office uses to the north. Any development on the subject area should coordinate land use with the neighboring areas. It should locate similar or complementary uses along the boundary, so as to provide an appropriate transition and encourage usage through their proximity.”

The comment translated into a Plan recommendation that states on page 98 of the Fairfax Center Area text as amended through July 13, 2009, “Land uses along the periphery of the development should complement the design and orientation of the neighboring land uses.” If the residential use is to be located on the northwest corner in lieu of the approved office use, then the residential development should be buffered, screened, and setback from the existing office use and structured parking facility. These techniques are needed because the massing and orientation of the existing office use to the north would be out-of-scale with the single-family attached units and would provide no opportunity to create internal connection with the nominated property.

Another major concern of the nomination is the transfer of office use onto the parcels that were not consolidated as part of the redevelopment option. The proposed transfer of 150,000 square feet of office use onto these parcels causes concern due to the substantial amount of office use already planned under the current option. The current Plan option would increase from a maximum of 1.0 FAR up to approximately 1.35 FAR, and the future right-of-way dedication for the planned interchange at the intersection of Waples Mill Road and Lee Highway could elevate the effective intensity greater than the 1.35 FAR. Aggregating this development on a relatively small area would create a more urban character of development, potentially out-of-scale from the majority of the sub-unit, and may create issues relative to access and transition. The current recommendation for office/mixed-use up to a 1.0 FAR should remain.

Transportation

Lee Highway (Route 29) is shown on the Fairfax County Transportation Plan Map to be improved to six lanes. Currently, the road is four lanes with two in each direction. There appears to be right-of-way for the third westbound lane on the subject area. Waples Mill Road is shown on the Transportation Plan Map to be improved to six lanes from Route 50 to Route 29 and appears to be fully completed. The map also shows a full interchange improvement at Route 29 and Waples Mill Road. An interchange improvement could substantially impact the area that was not consolidated as part of the redevelopment option and where additional office development and higher intensity is proposed to be transferred. Right-of-way should be dedicated for this potential future improvement, which relates back to the land use concern about the effective intensity on the unconsolidated parcels, previously mentioned.

The proposed nomination would have a traffic neutral effect across the sub-unit as compared to the current Plan option because the overall intensity would not change. However, when considering the redevelopment option that originally consolidated 18-acres separate from the

unconsolidated parcels, currently 6-acres, the proposed nomination would have an impact on traffic due to the change in land use between these areas. The change in land use would reduce trips generated from the consolidated area and reduce impact on roadways and intersections that surround this area.

At the same time, trips generated from the relocation of office use onto the unconsolidated parcels under the proposed nomination would increase considerably, compared to the current Plan overlay level and the option. The nomination would almost double the number of trips over the overlay level on the unconsolidated parcels and increase the number of trips by approximately 30% over the current Plan option. Locating the office use on the unconsolidated parcels could have the unintended effect of unduly burdening one or even two intersections (such as Waples Mill Road/Route 29 and Government Center Parkway/Waples Mill Road) and could experience more difficult access.

The task force alternative, which removed the proposed transfer of office use onto the unconsolidated area, is preferred over the nomination. Table 3 located on page 21 of this staff report shows the trip generation estimates from the nomination on the entire sub-unit. Tables 4 and 5, located on page 22 of this staff report, show the trip generation estimates from the nomination on the original 18-acre area consolidation and the 6-acre unconsolidated parcels, respectively.

In regards to access, the Comprehensive Plan recommends that inter-parcel access would be needed for redevelopment within the sub-unit. However, inter-parcel access to Forest Hill Drive within the original 18-acre redevelopment may be problematic, if the Plan is amended as nominated. Potential safety concerns may result from office vehicular traffic from redevelopment on the unconsolidated parcels mixing with the residential traffic from the adjacent multifamily units to the west in the 18-acre area. Transportation issues associated with any development of the nominated parcels, particularly those associated with access and inter-parcel access, will need to be adequately addressed during the course of the normal review process. A traffic study may be required and development plans should identify improvements needed to support the application and address ingress/egress, vehicular circulation, turning movements, pedestrian/bicycle circulation, safety, and possibly signalization issues.

Schools

The APR nomination is within the Willow Springs Elementary School (ES), Lanier Middle School, and Fairfax High School boundaries. The elementary school boundary for the subject area was administratively moved in spring 2010, effective for the 2010-2011 School Year from Eagle View to Willow Springs ES. Eagle View ES is overcrowded and projected to remain over its capacity and could not accommodate anticipated student yields from the approved and proposed development. A boundary study will begin this fall to address the overcrowding at schools in the southwestern region of the county, of which Eagle View will be part.

Student yields from the proposed nomination would impact the capacity at the receiving schools due to the change in unit type and number of units. Across the sub-unit, the number of students generated from the proposed APR nomination would increase slightly from 139 students to 140 students. Within the redevelopment option for the 18-acre consolidation, the nomination would increase the number of students by 11 students, from 117 students to 128 students. Within the unconsolidated parcels, the nomination would reduce the number of students by 12 students. Tables 6 and 7 on page 23 described the school capacity and student yield estimates. At the time of a zoning application review, any development would need to contribute to offset the impact of the development on surrounding schools.

Parks and Recreation

The adopted Comprehensive Plan for the Fairfax Center Area recommends that “on-site Neighborhood Park facilities should be provided as part of all planned residential development.” (Fairfax Center Area, Areawide Recommendations, page 40.) The Plan goes on to state “the mixed-use character of the Fairfax Center Area dictates provision of active recreation facilities to serve...youth and families... and the adult workforce.” The adopted Comprehensive Plan for Sub-unit Q-9 of the Fairfax Center Area includes the following as a condition for mixed use redevelopment of the subject property:

“A high quality, pedestrian-oriented living environment with recreation spaces, such as open lawn areas, urban parks, plazas and courtyards, should be provided to help meet the recreation needs of residents. Appropriate landscape features and pedestrian amenities, such as shading, seating, lighting, public art, bus shelters, trash cans, and other street amenities should be provided. A contribution should be made to offset the impact of this development on the active recreation facilities”

The impact on parks and recreation levels of service should be offset per Objective 6 of the Parks and Recreation Section of the Policy Plan and the existing Plan guidance about the provision and contribution to recreation facilities, pedestrian connectivity and creation of usable onsite open spaces such as pocket parks, plazas, common greens and recreation-focused urban parks. The adopted Plan text should be retained. Any additional amenities, such as a fountain or playground, would enhance the quality of the living environment.

Environment

The area is completely covered by asbestos soils with a small amount of hydric soils. Current Policy Plan and Area Plans guidance would address soils issues during development review. Potential traffic-related noise impacts from Route 29 are anticipated for residential use that is planned on the unconsolidated parcels as part of office/mixed-use development. Relocating residential use north of Government Center Parkway on the northern portion of the subject area or other mitigation measures would minimize these significant noise impacts. The residential use along Route 29, approved during the rezoning on the consolidated portion of the site, exemplifies how noise mitigation could be accomplished. As recommended in the current Plan guidance, the location of this residential use is set back by a vegetated buffer along Route 29 in

order to mitigate the noise, and a noise study was completed to demonstrate the interior noise and outdoor spaces met county standards. The current Policy Plan and Area Plans guidance would address any other resulting issues.

RECOMMENDATION

As an alternative to the nomination, staff recommends that the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined.

MODIFY:

Fairfax County Comprehensive Plan, 2007 Edition, Area III, Fairfax Center Area, Sub-unit Q9, Land Unit Recommendations, pages 98-100, as amended through 3-9-2010:

“Sub-unit Q9

Sub-unit Q9 consists of the area between Ridge Top Road and Waples Mill Road, north of Route 29. It is planned for office use at an intensity up to 0.70 FAR at the overlay level. As an option, ~~with the consolidation of a minimum of 18 acres, residential/mixed-use at an intensity up to 1.2 FAR may be appropriate, provided that the following conditions are met:~~ was approved under RZ 2005-SP-019 in 2006 with consolidation of approximately 18 acres. The approved 750,000 square feet of residential, office, hotel, and ground-level retail uses are to be provided under the following conditions:

- The character of the development should be primarily mid- or high-rise buildings with retail use integrated within the ground floor of residential and office buildings. Restaurants and ground-floor retail should help create an activity center for residents, visitors, and office workers. A defined and dynamic streetscape should be created along Ridge Top Road, Government Center Parkway, and all internal streets. Pad sites are not allowed.
- Buildings at the corner of Government Center Parkway and Ridge Top Road should be designed to incorporate ground floor retail. It is anticipated that at least 20,000 square feet of a variety of retail, restaurant, and community-serving uses should be located in the vicinity of this intersection.
- A minimum of a 50 foot vegetated buffer should extend from the planned right-of-way line to minimize noise and visual impacts of development along Route 29;
- The office component should total at least 200,000 gross square feet. However, up to 50,000 square feet of office use may be replaced by hotel use;
- The planned extension of Government Center Parkway to Waples Mill Road is to be constructed as a four-lane divided roadway within the first phase of development. Dedication of land, construction or contribution to the Fairfax Center Area Road fund should be made for the planned transportation improvements, which includes the Route 29 and Waples Mill Road interchange;

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- Land uses along the periphery of the development should complement the design and orientation of the neighboring land uses. In general building heights should taper towards the south and east, or landscaping should offset and soften the transition of the building heights if this tapering is not feasible. Development also should provide substantial buffering and interparcel access to any unconsolidated parcels;
 - A high quality, pedestrian-oriented living environment with recreation spaces, such as open lawn areas, urban parks, plazas and courtyards, should be provided to help meet the recreation needs of residents. Appropriate landscape features and pedestrian amenities, such as shading, seating, lighting, public art, bus shelters, trash cans, and other street amenities should be provided. A contribution should be made to offset the impact of this development on the active recreation facilities;
 - Sidewalks and trails should safely connect the land uses within the development and to the surrounding area. These pedestrian pathways should be part of the overall circulation plan that should include continuous sidewalks, attractive pavement treatments, safe crossings, and bicycle facilities;
 - An effective transportation demand management (TDM) program should be provided with each phase of development. It should encourage the use of alternative forms of transportation to reduce the number of vehicular trips. It should be based on the number and type of residential units and non-residential square footage, as deemed appropriate by the Department of Transportation. Any development should establish and implement strategies for the centralized management of the program. The TDM program could include staffing, resources, and dedicated areas for these services. Resources for telecommuting, transit subsidies, and “live where you work” incentives could be provided. Other programs could include, but would not be limited to, rideshare, vanpool, and carpool matching services or guaranteed ride home programs;
 - The majority of the required parking should be structured or underground. Attractive façade treatments that are consistent with the overall architectural design should be used for any portion of a parking structures that is visible from the street;
 - A geotechnical study should be completed to identify the depth of the asbestos soils and provide appropriate abatement and public safety measures during construction;
 - Prior to any development, a survey should be conducted to determine the presence of significant historic archeological resources, using the scope of services approved by the County. The sub-unit has a high potential for these resources as the sub-unit is known to have contained World War II Prisoner of War camp. Should any significant resources be found, then those resources should be conserved or the adverse impacts of any development mitigated. If resources are present, the applicant should work with the History Commission to write and fund the creation and installation of a historic marker on site;
 - Affordable housing should be provided through compliance with the Affordable Dwelling Unit Ordinance, an appropriate proffer of land or units for affordable housing, or a financial contribution to the Fairfax County Housing Trust Fund. In addition, the provision of workforce housing to accommodate the needs of individuals or families making from 70 to 120 percent of the County’s median income is encouraged; and,

- Any development should mitigate the impact of the residential component on public schools;

A portion of the approved office use within RZ 2005-SP-019 may be replaced with single-family attached units. The remaining office component should be designed as professional office to serve the community with at least 35,000 square feet of development. The conditions achieved under the approved development should be maintained and enhanced, particularly those related to design and open space, as follows:

- The front façades of the single-family attached units are oriented toward Ridge Top Road and the Government Center Parkway or internal courtyards and pedestrian pathways. The façades should contribute to a defined and pedestrian-friendly streetscape. Internal courtyards and pedestrian pathways should be well-lit and useable with pedestrian-friendly elements such benches and shade trees. Garages and driveways should be oriented to the rear of the units, and sufficient visitor parking should be provided. The units should be sufficiently buffered and screened year-round from the office uses and structured parking facility to the north;
- The approved pedestrian plaza at the corner of Ridge Top Road and Government Center Parkway should be maintained near the single-family attached units. The plaza should complement the park on the south side of the Parkway and function as coordinated gateway features to the development. The plazas should be useable, well-landscaped, provide seating, and include distinctive elements, such as a fountain or public art; and,
- A community park is envisioned near the office use. The park should be well-lit and well-landscaped with shade trees and include elements that encourage public usage, such as a gazebo, plaza, and playground. This park may be an appropriate location for an historic marker regarding the World War II Prisoner of War camp. Other recreational amenities and open spaces designed to serve residents and guests are encouraged, including roof-top areas.

Any remaining, unconsolidated parcels may develop at an intensity of up to 1.0 FAR office/mixed-use, if all relevant conditions above are achieved and appropriate inter-parcel access is provided to the adjacent development.”

NOTE: The Comprehensive Plan Map would not change.

**** Exhibit 1 was revised via email 11/11/2009 to modify proposed intensity of 18-acre consolidation from 1.05 FAR to 1.08 FAR. ****

EXHIBIT 1

Existing~~Proposed~~ Comprehensive Plan Text
Sub-Unit Q9

Sub-unit Q9 consists of the area between Ridge Top Road and Waples Mill Road, north of Route 29. It is planned for office use at an intensity up to 0.70 FAR at the overlay level. As an option, with the consolidation of a minimum of 18 acres, residential/mixed-use at an intensity up to ~~1.05~~ 1.08 FAR may be appropriate, provided that the following conditions are met:

- The character of the development should be primarily mid- or high-rise buildings with retail use integrated within the ground floor of residential and office buildings. Restaurants and ground-floor retail should help create an activity center for residents, visitors, and office workers. A defined and dynamic streetscape should be created along Ridge Top Road, Government Center Parkway, and all internal streets. Pad sites are not allowed;
- Buildings at the corner of Government Center Parkway and Ridge Top Road should be designed to incorporate ground floor retail. It is anticipated that at least 20,000 square feet of a variety of retail, restaurant, and community-serving uses should be located in the vicinity of this intersection;
- A minimum of a 50 foot vegetated buffer should extend from the planned right-of-way line to minimize noise and visual impacts of development along Route 29;
- ~~The office component should total at least 200,000 gross square feet. However, up to 50,000 square feet of office use may be replaced by hotel use;~~
- The planned extension of Government Center Parkway to Waples Mill Road is to be constructed as a four-lane divided roadway within the first phase of development. Dedication of land, construction or contribution to the Fairfax Center Area Road fund should be made for the planned transportation improvements, which includes the Route 29 and Waples Mill Road interchange;
- Land uses along the periphery of the development should complement the design and orientation of the neighboring land uses. In general, building heights should taper towards the south and east, or landscaping should offset and soften the transition of the building heights if this tapering is not feasible. Development also should provide substantial buffering and interparcel access to any unconsolidated parcels;
- A high quality, pedestrian-oriented living environment with recreation spaces, such as open lawn areas, urban parks, plazas and courtyards, should be provided to help meet the recreation needs of residents. Appropriate landscape features and pedestrian amenities, such as shading, seating, lighting, public art, bus shelters, trash cans, and other street amenities should be provided. A contribution should be made to offset the impact of this development on the active recreation facilities;
- Sidewalks and trails should safely connect the land uses within the development and to the surrounding area. These pedestrian pathways should be part of the overall circulation plan that should include continuous sidewalks, attractive pavement treatments, safe crossings, and bicycle facilities;

- An effective transportation demand management (TDM) program should be provided with each phase of development. It should encourage the use of alternative forms of transportation to reduce the number of vehicular trips. It should be based on the number and type of residential units and non-residential square footage, as deemed appropriate by the Department of Transportation. Any development should establish and implement strategies for the centralized management of the program. The TDM program could include staffing, resources, and dedicated areas for these services. Resources for telecommuting, transit subsidies, and “live where you work” incentives could be provided. Other programs could include, but would not be limited to, rideshare, vanpool, and carpool matching services or guaranteed ride home programs;
- The majority of the required parking should be structured or underground. Attractive façade treatments that are consistent with the overall architectural design should be used for any portion of a parking structure that is visible from the street;
- A geotechnical study should be completed to identify the depth of the asbestos soils and provide appropriate abatement and public safety measures during construction;
- Prior to any development, a survey should be conducted to determine the presence of significant historic archeological resources, using the scope of services approved by the County. The sub-unit has a high potential for these resources as Parcel 37 is known to have contained World War II Prisoner of War camp. Should any significant resources be found, then those resources should be conserved or the adverse impacts of any development mitigated. If resources are present, the applicant should work with the History Commission to write and fund the creation and installation of a historic marker on site;
- Affordable housing should be provided through compliance with the Affordable Dwelling Unit Ordinance, an appropriate proffer of and or units for affordable housing, or a financial contribution to the Fairfax County Housing Trust Fund. In addition, the provision of workforce housing to accommodate the needs of individuals or families making from 70 to 120 percent of the County’s median income is encouraged; and,
- Any development should mitigate the impact of the residential component on public schools.

Any remaining, unconsolidated parcels may develop at an intensity up to 1.0 FAR with office/mixed use, if all relevant conditions above are achieved and appropriate inter-parcel access is provided to the adjacent development. The overall intensity of the entirety of the Sub-Unit shall not be greater than 1.15 FAR.

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Table 1: Rezoning 2005-SP-015 Land Use

18-acre Consolidation		Area: 784,317 SF	1.2 FAR
	Percentage of Land Use		Gross Floor Area
Office	16%		150,000
Hotel	10%		95,000
Retail	3%		25,000
Residential	71%		671,166
Unit type	500 low-rise MF units		
Total SF			941,166

Table 2: Comprehensive Plan & Proposed Nomination Land Use
APR 09-III-2FC

	Current Plan Option		APR Nomination		Task Force Alternative	
18-acre Consolidation	Area: 784,317 SF 1.2 FAR		1.08 FAR		1.12 FAR	
	Percentage	GFA	Percentage	GFA	Percentage	GFA
Office	16%	150,000	0%	0	4%	35,000
Hotel	10%	95,000	11%	95,000	11%	95,000
Retail	3%	25,000	3%	25,000	3%	25,000
Residential	71%	671,166	86%	725,606	83%	744,006
Unit type	500 low-rise MF units		484 low-rise MF units & 40 SFA units		484 low-rise MF units & 38 SFA units	
Total SF		941,166		845,606		899,006
Remaining Parcels (6 acres)	Area: 275,485 SF 1.0 FAR		1.35 FAR		1.0 FAR	
	Percentage	GFA	Percentage	GFA	Percentage	GFA
Office	55%	150,457	81%	300,457	55%	150,457
Residential	45%	125,000	19%	70,560	45%	125,000
Unit type	93 low-rise MF units		52 low-rise MF units		93 low-rise MF units	
Total		275,457		371,017		275,457
Total Area (24.3 acres)	Area: 1,059,802 SF 1.15 FAR		1.15 FAR		1.15 FAR	
	Percentage	GFA	Percentage	GFA	Percentage	GFA
Office	25%	300,457	25%	300,457	25%	185,457
Hotel	8%	95,000	8%	95,000	8%	95,000
Retail	2%	25,000	2%	25,000	2%	25,000
Residential	65%	796,166	65%	796,166	65%	869,006
Unit type	593 low-rise MF units		536 low-rise MF units & 40 SFA units		577 low-rise MF units & 38 SFA units	
Total		1,216,623		1,216,623		1,174,463

Nominator Proposed Summary of Task Force Alternative Comprehensive Plan TextMODIFY:

Fairfax County Comprehensive Plan, 2007 Edition, Area III, Fairfax Center Area, Sub-unit Q9, Land Unit Recommendations, pages 98-100, as amended through 3-9-2010:

“Sub-unit Q9 consists of the area between Ridge Top Road and Waples Mill Road, north of Route 29. It is planned for office use at an intensity up to 0.70 FAR at the overlay level. As an option, with the consolidation of a minimum of 18 acres, residential/mixed-use at an intensity up to ~~1.2~~**1.15** FAR may be appropriate, provided that the following conditions are met:

- The character of the development should ~~be~~**include a combination of residential, retail, hotel and office uses** primarily as mid- or high-rise buildings with retail use integrated within the ground floor of residential and office buildings. ~~Restaurants and~~**Office options designed to serve community and professional tenants with smaller floorplate needs are encouraged. Restaurants,** ground-floor retail **and options for professional services** should help create an activity center for residents, visitors, and office workers. A defined and dynamic streetscape should be created along Ridge Top Road, Government Center Parkway, and all internal streets. Pad sites are not allowed;
- Buildings at the corner of Government Center Parkway and Ridge Top Road should be designed to incorporate ground floor retail. It is anticipated that at least 20,000 square feet of a variety of retail, restaurant, and community-serving uses should be located in the vicinity of this intersection;
- **Single-family attached development is appropriate for the northeastern quadrant of the intersection of Ridge Top Road and Government Center Parkway provided the front facades of such homes are oriented toward the streets and adequate visitor parking is provided. Such a use should continue the defined and dynamic streetscape established by existing and approved development. The intersection should incorporate a pedestrian focal point, such as a fountain, to create a connection between this quadrant to the remainder of the site;**
- A minimum of a 50 foot vegetated buffer should extend from the planned right-of-way line to minimize noise and visual impacts of development along Route 29;
- ~~The office component should total at least 200,000 gross square feet. However, up to 50,000 square feet of office use may be replaced by hotel use;~~
- The planned extension of Government Center Parkway to Waples Mill Road is to be constructed as a four-lane divided roadway within the first phase of development. Dedication of land, construction or contribution to the Fairfax Center Area Road fund should be made for the planned transportation improvements, which includes the Route 29 and Waples Mill Road interchange;
- Land uses along the periphery of the development should complement the design and orientation of the neighboring land uses. In general, building heights should taper towards the south and east, or landscaping should offset and soften the transition of the building heights if this tapering is not feasible. Development also should provide substantial buffering and interparcel access to any unconsolidated parcels;

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- A high quality, pedestrian-oriented living environment with recreation spaces, such as open lawn areas, urban parks, plazas and courtyards, should be provided to help meet the recreation needs of residents. Appropriate landscape features and pedestrian amenities, such as shading, seating, lighting, public art, bus shelters, trash cans, and other street amenities should be provided. A contribution should be made to offset the impact of this development on the active recreation facilities;
 - Sidewalks and trails should safely connect the land uses within the development and to the surrounding area. These pedestrian pathways should be part of the overall circulation plan that should include continuous sidewalks, attractive pavement treatments, safe crossings, and bicycle facilities;
 - **Recreational amenities designed to serve tenants and guests are encouraged to be co-located with commercial buildings, to include roof-top areas;**
 - An effective transportation demand management (TDM) program should be provided with each phase of development. It should encourage the use of alternative forms of transportation to reduce the number of vehicular trips. It should be based on the number and type of residential units and non-residential square footage, as deemed appropriate by the Department of Transportation. Any development should establish and implement strategies for the centralized management of the program. The TDM program could include staffing, resources, and dedicated areas for these services. Resources for telecommuting, transit subsidies, and “live where you work” incentives could be provided. Other programs could include, but would not be limited to, rideshare, vanpool, and carpool matching services or guaranteed ride home programs;
 - The majority of the required parking should be structured or underground. Attractive façade treatments that are consistent with the overall architectural design should be used for any portion of a parking structure that is visible from the street;
 - A geotechnical study should be completed to identify the depth of the asbestos soils and provide appropriate abatement and public safety measures during construction;
 - Prior to any development, a survey should be conducted to determine the presence of significant historic archeological resources, using the scope of services approved by the County. The sub-unit has a high potential for these resources as Parcel 37 is known to have contained World War II Prisoner of War camp. Should any significant resources be found, then those resources should be conserved or the adverse impacts of any development mitigated. If resources are present, the applicant should work with the History Commission to write and fund the creation and installation of a historic marker on site;
 - Affordable housing should be provided through compliance with the Affordable Dwelling Unit Ordinance, an appropriate proffer of and/or units for affordable housing, or a financial contribution to the Fairfax County Housing Trust Fund. In addition, the provision of workforce housing to accommodate the needs of individuals or families making from 70 to 120 percent of the County’s median income is encouraged; and,
 - Any development should mitigate the impact of the residential component on public schools.
- Any remaining, unconsolidated parcels may develop at an intensity up to 1.0 FAR office/mixed use, if all relevant conditions above are achieved and appropriate inter-parcel access is provided to the adjacent development.”

Trip Generation Tables for APR 09-III-2FC

Table 3: 24-Acre Nominated Area

Trip Generation Estimates for APR 09-III-2FC
Springfield District

Current Comprehensive Plan (0.70 FAR)		AM Peak Hour			PM Peak Hour			Average
	Sq. Ft./Units	In	Out	Total	In	Out	Total	Daily
Office (710)	741,000	1,011	138	1,149	187	917	1,104	8,158

Current Plan Option (1.15 FAR)		AM Peak Hour			PM Peak Hour			Average
	Sq. Ft./Units	In	Out	Total	In	Out	Total	Daily
Office (710)	300,457	410	56	466	76	372	448	3,308
Retail (820)	25,000	16	10	26	45	49	94	1,073
Hotel (310)	158	44	28	72	49	44	93	1,041
Residential MF (220)	593	<u>58</u>	<u>234</u>	<u>292</u>	<u>223</u>	<u>120</u>	<u>344</u>	<u>3,717</u>
Total Trips		528	328	856	394	585	978	9,139

Proposed Amendment (1.15 FAR)		AM Peak Hour			PM Peak Hour			Average
	Sq. Ft./Units	In	Out	Total	In	Out	Total	Daily
Office (710)	258,898	353	48	401	66	320	386	2,850
Retail (820)	25,000	16	10	26	45	49	94	1,073
Hotel (310)	158	44	28	72	49	44	93	1,041
Residential MF (220)	484	48	191	239	185	99	284	3,057
Residential TH (240)	38	<u>4</u>	<u>16</u>	<u>21</u>	<u>16</u>	<u>9</u>	<u>25</u>	<u>319</u>
Total Trips		465	294	758	360	521	881	8,340

Net Impact of Proposed Amendment								Trips
to Current Comp Plan		-483	190	-293	206	-332	-126	981
to Current Comp Plan Option		-63	-34	-97	-34	-64	-97	-799

¹⁾ Trip Rates are from the Institute of Traffic Engineers (ITE) Book 8th Edition, 2009

²⁾ Trip generation estimates are provided for general order-of-magnitude comparisons only and do not account for pass-by or internal capture reductions

Table 4: 18-Acre Consolidated Area

Trip Generation Estimates for APR 09-III-2FC (18 Acre Comparison only)
Springfield District

Current Plan Option (1.2 FAR)	Sq. Ft./Units	AM Peak Hour			PM Peak Hour			Average
		In	Out	Total	In	Out	Total	Daily
Office (710)	150,000	205	28	233	38	186	224	1,652
Retail (820)	25,000	16	10	26	45	49	94	1,073
Hotel (310)	158	44	28	72	49	44	93	1,041
Residential MF (220)	500	<u>49</u>	<u>197</u>	<u>247</u>	<u>190</u>	<u>102</u>	<u>293</u>	<u>3,154</u>
Total Trips		314	263	577	323	381	703	6,919

Proposed Amendment (1.08 FAR)	Sq. Ft./Units	AM Peak Hour			PM Peak Hour			Average
		In	Out	Total	In	Out	Total	Daily
Office (710)	0	0	0	0	0	0	0	0
Retail (820)	25,000	16	10	26	45	49	94	1,073
Hotel (310)	158	44	28	72	49	44	93	1,041
Residential MF (220)	484	48	191	239	185	99	284	3,057
Residential TH (240)	40	<u>4</u>	<u>17</u>	<u>22</u>	<u>17</u>	<u>9</u>	<u>26</u>	<u>336</u>
Total Trips		112	246	358	296	201	497	5,507

Net Impact of Proposed Amendment to Current Comp Plan Option								Trips
	-202	-17	-219	-27	-179	-206		-1,412

Table 5: 6-Acre Unconsolidated Area

Trip Generation Estimates for APR 09-III-2FC (6 Acre Comparison only)
Springfield District

Current Overlay Level (6 acres) (0.70 FAR)	Sq. Ft.	AM Peak Hour			PM Peak Hour			Average
		In	Out	Total	In	Out	Total	Daily
Office (710)	187,220	255	35	290	47	232	279	2,061

Current Plan Option (6 acres) (1.0 FAR)	Sq. Ft./Units	AM Peak Hour			PM Peak Hour			Average
		In	Out	Total	In	Out	Total	Daily
Office (710)	150,457	205	28	233	38	186	224	1,657
Residential MF (220)	125	<u>13</u>	<u>50</u>	<u>63</u>	<u>56</u>	<u>30</u>	<u>86</u>	<u>881</u>
Total Trips		218	78	296	94	216	311	2,538

Proposed Amendment (6 acres) (1.35 FAR)	Sq. Ft./Units	AM Peak Hour			PM Peak Hour			Average
		In	Out	Total	In	Out	Total	Daily
Office (710)	300,457	410	56	466	76	372	448	3,308
Residential MF (220)	75	<u>8</u>	<u>31</u>	<u>38</u>	<u>38</u>	<u>21</u>	<u>59</u>	<u>578</u>
Total Trips		417	87	504	114	392	507	3,886

Net Impact of Current Plan Option (6 acres) over Current Comp Plan Overlay								Trips
	-38	43	6	47	-15	32		476

Net Impact of Proposed Amendment (6 acres) over Current Comp Plan Overlay								Trips
	162	52	214	67	161	228		1,825

¹⁾ Trip Rates are from the Institute of Traffic Engineers (ITE) Book 8th Edition, 2009

²⁾ Trip generation estimates are provided for general order-of-magnitude comparisons only and do not account for pass-by or internal capture reductions

Table 6: School Capacity Table for APR 09-III-2FC

The chart below shows the existing school capacity, enrollment, and projected five year enrollment.

School	Capacity	Enrollment (9/30/09)	2010-2011 Projected Enrollment	Capacity Balance 2010-2011	2014-15 Projected Enrollment	Capacity Balance 2014-15
Willow Springs ES	819	672	675	144	694	122
Lanier MS	1125	1147	1178	-53	1301	-176
Fairfax HS	2416	2355	2369	47	2831	-415

Capacity and enrollment are based on the FCPS FY 2011-15 CIP.

The chart above represents a snapshot in time for student enrollment and school capacity. Student enrollment projections are done in a five year timeframe, currently through school year 2014-15 and are updated annually. Beyond the five year projection horizon, enrollment projections are not available.

Table 7: Student Yield Table

Based on the current County-wide student yield ratios, the chart below depicts the number of anticipated students based on the current Comprehensive Plan and the proposed Plan. It is noted that the number of residential units for the 18 acre consolidation and the 6 acre parcel do not total the number of units contained in the total area chart. This difference is due to the change in unit type.

Current Plan Option				Proposed Plan Option		
<u>18 acre consolidation</u>				<u>18 acre consolidation</u>		
School Level	Low-rise MF ratio	Units proposed	Student yield	Low-rise MF / SFA ratio	Units proposed	Student yield
Elementary	0.136	500	68	0.136 / .204	484 / 40	66 / 8 = 74
Middle	0.032	500	16	0.032 / .057	484 / 40	15 / 2 = 17
High	0.066	500	33	0.066 / .118	484 / 40	32 / 5 = 37
Total			117			128
<u>Remaining parcels (6 acres)</u>				<u>Remaining parcels (6 acres)</u>		
School Level	Low-rise MF ratio	Units proposed	Student yield	Low-rise MF / SFA ratio	Units proposed	Student yield
Elementary	0.136	125	17	0.136	75	10
Middle	0.032	125	4	0.032	75	2
High	0.066	125	8	0.066	75	5
Total			29			17
<u>Total area (24.3)</u>				<u>Total area (24.3)</u>		
School Level	Low-rise MF ratio	Units proposed	Student yield	Low-rise MF / SFA ratio	Units proposed	Student yield
Elementary	0.136	593	81	0.136 / .204	536 / 40	73 / 8 = 81
Middle	0.032	593	19	0.032 / .057	536 / 40	17 / 2 = 19
High	0.066	593	39	0.066 / .118	536 / 40	35 / 5 = 40
Total			139			140